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Gems of Peril

HAZEL
ROSS HALEY

BEGIN HERE TODAY

Rich Mrs. Jupiter is robbed and murdered during the engagement party she gives her secretary, Mary Harkness. Mary's escape grace brother, Eddie, may have been in the house at the murder hour and has disappeared. The thief failed to get the famous Jupiter rubies.

Eddie is run down and killed as he goes to meet Mary. Inspector Kane drops the case believing Eddie the murderer. Mr. Jupiter and Dirk believe the same.

Bowen of the Star discovers a race-track gambler and crook called the Fly, to whom Eddie owed money. Bowen gives Mary a coat he found in the Jupiter house the night of the murder. It is her brother's. The butler recognises it as having been worn by a "cute-rasher" he ejected that night.

Dirk forbids Mary to go on with the investigation because of the notoriety. They quarrel, make up and Mary promises to marry him at once. While shopping, Mary's taxi crashes into a speakeasy. She later meets Bowen there for dinner and they learn the Fly is hiding on the premises.

Bowen has a plan for Mary to trap the Fly, using the ruby necklace as bait. The Fly is in distress among crooks for having failed to get the necklace. Bowen believes he will try again. Suddenly the reporter tells Mary the Fly is approaching.

CHAPTER XIX.

"The Fly" Mary repeated, horror-stricken. Terror, like a creeping paralysis, began to close in on her faculties. But she hesitated only the fraction of a minute. The footsteps were coming nearer. She began to talk in hushed, conversational tones.

"Bernadine, I think, though it's hardly the season, but Europe takes too long, and besides," she shrugged lightly, "it's frightful to be bride and groom on one of those transatlantic boats, you couldn't be more conspicuous honeymooning at the Ritz. The orchestra plays at you and they put you at the captain's table and turn spotlights on you and otherwise make you wish you'd died before you were born."

She continued talking as the man brushed by their table and was hidden from sight by the angle of the wall. Only then did she let her eyes stray from her companion's, and then they were cool and inquisitive.

Bowen clasped his hands silently, and made her a small bow. "Well!" he chuckled. "Go to the head of the class, Gloria Swanson!"

Mary was dumbfounded. She leaned out and looked after the man who had passed, and saw the large bulk of Jack Shay moving majestically toward the front of the room. She sank back, weak with reaction.

"You fooled me!" she accused furiously. "Why?"

Bowen was instantly grave. "Because this is serious business, we're undertrunking and I had to know how you'd act in a pinch. You were perfect."

"Was I?" She was slightly mollified by his praise.

"You were. Now let's get down to business. Here's what I'd suggest—"

Shay, returning past their table, gave Mary a long look, and said, "Hel-lo!" He put his hands on the table between them, looked from one to the other searchingly. "I see your little shake-up this afternoon didn't bother you!"

"Oh, not in the least!" Mary gave him her most winning smile.

"Jack, do you know Miss Harkness?" Bowen said.

"Sure, we got acquainted this afternoon." Shay was obviously turning over in his mind what connection there was between this afternoon's accident, this girl, and the man she was with. Reluctantly he dragged his eyes away from the girl and turned to Bowen. "How you been?"

"Never better," Bowen beamed. "Nothing out of the way about that accident, was there? Miss Harkness has very kindly been giving me a story about it."

"Nah, nah, nah!" Shay's denial was exaggeratedly positive. "Just a wild truck driver tryin' to beat the lights by sneakin' through on a one-way street."

"You were very kind. I want to thank you," Mary told him. "Have you heard how the taxi driver is?"

"He's all right. He was around here again, drivin' a new cab already. Must've been insured."

When he had waddled off, Mary whispered, "Was it wise to tell him my name? Won't he tell them—in there?" nodding toward the private dining room.

"Maybe. But he'd be mighty suspicious if I held out on him. He's not sure about that crack-up yet. I'd have met you somewhere else if I'd known about that. Oh, well—what the heck—"

Just then Mary saw Dirk coming toward them between the tables. He was in dinner jacket, a light topcoat over his arm. Her heart turned over and began to race madly at sight of him. He was so tall, so erect, so distinguished-looking for a young man; there was something at once gentle and strong about the dark, lean face she loved so well. But he was also absurdly, stiffly proud. Mary could see that he was angry, even before he saw them. And when his eyes found them, in their darkish cor-

ner, a flash of displeasure crossed his face.

Mary had forgotten about the black dinner dress; she did not realize how detectable she looked in it, or how intimately face-a-ton and festive they appeared to the casual eye. Until that minute she had not felt herself blame-worthy in the least, but immediately a dozen reasons for his displeasure occurred to her. She was flushed and awkwardly conscious of having offended him, when he reached her side.

He spoke brusquely to Bowen, avoiding her eyes.

"Ready to go?" he said, without sitting down.

"Oh, not yet. Can't you sit down a moment? There's so much to tell you—"

He drew up a chair. "All right, let's hear it," he said, without changing expression.

Mary puckered her brow. "You're angry about something. Didn't you get my message?"

"No, I didn't get your message. They told me at the house you'd gone, but no one knew where. Spence happened to find this slip of paper beside the telephone, so I took a chance and came here."

He laid on the table the slip on which the address of Shay's was written.

"But I called up your office and told the bookkeeper to tell you where I was! He said you'd be back. I thought you could call for me, and—you were going to be late, so I thought I'd—come to meet you, sort of."

She stumbled over it, surprised how lame it sounded.

"I didn't go back. Dropped everything and went home, thinking we might go out somewhere and party around a while."

"Oh, I'm so sorry!"

"It's all right." But he did not respond. Had she really been thoughtless, or was he absurdly childish? She was too much in love to arrive at the right answer at once.

"That's why I dressed up," she said, indicating the black dress. "I thought we might, too."

"Well," he said, "shall we go?" Beyond his curt greeting he had not given Bowen a second glance. Mary flushed with embarrassment.

"You're not being quite—polite, are you?" she said sharply. "Mr. Bowen has some information you ought to hear, if you've time to listen."

He turned a politely attentive face toward the newspaperman, who slowly dragged himself up to an erect position in his chair, crushed out his cigarette, and rested his folded arm on the table before speaking.

"The murderer of Mrs. Jupiter and of Miss Harkness' brother is

in that room," he said quietly, and nodded toward the closed door.

Dirk's expression was interested but incredulous. "And who is that?"

"A man they call the Fly."

"What makes you think he did it?"

"I'll go over the matter with you, step by step, whenever you have the time to give to it," Bowen answered. "For the moment, you can take my word for it that he is as guilty as hell."

"What do you plan to do?"

"We're just talking that over."

"If you've got anything on this man, the next step is a warrant, isn't it? Why don't you have him arrested?" His voice was quiet and courteous; only the odd look in his eyes betrayed the animosity that inexplicably flared up between the two men.

"No," Bowen said firmly. "I've thought that all out, and it's wrong. I know something about law, too—the kind we get in police court, anyhow. It's too big a chance to take. This man has a record of slipping out of one legal knot after another. He'd have been hung 10 years ago, when they sent him up the river, if he hadn't had a smart lawyer. If we can't make a case, why do we go on?"

"We'd have to take it and like it. And I couldn't do it. It's—it's personal with me!"

He had grown pale and his breath came hard. Savage hate gleamed for an instant in his narrowed eyes.

"That man came within an inch of killing me!" he went on in a low voice, strained with emotion. "He did kill Miss Harkness' brother. I think he killed the woman, too, but that much I saw. He ran that kid down, and he did it because he damn well meant to! By George, I—I can't let that go!"

There was a mist of tears in his eyes; he was too choked to speak. Mary was tremendously moved. She had never known a man to cry before. She had not dreamed he felt so deeply about it. By staring at her clasped hands intently she managed to wink away the tears that sprang into his own eyes.

She lifted pleading eyes to Dirk. Surely now, once and for all, he would see that his suspicions about Bowen were unfounded. Whatever else he might be, he was sincere in this, at least.

Dirk looked as if he were about to speak, but stopped. He turned and looked at the closed door of the private dining room.

"It would be suicide to go in there," Bowen warned him gently. "Thoughtfully, Dirk turned and he and Bowen looked glances for a minute. Then he reached into a pocket of his dinner jacket and

(Continued on Page 12.)

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ATTLE IN INDIA INEVITABLE.

VICEROY AND GANDHI.

CONGRESS CALL FOR "WAR."

Bombay, Jan. 1. A battle between Congress and the Government of India seems to be inevitable. A campaign of civil disobedience is threatened. The Viceroy is taking up a firm attitude, declining to be moved by threats.

In his reply to Gandhi—rejecting Congress as unsatisfactory—Lord Willingdon says he is going to see the Congress leader and give him his views in regard to how Gandhi can best use his influence to maintain the spirit of co-operation in the face of constitutional reform.

But, says Lord Willingdon, he is not prepared to discuss with Gandhi the measures it has been found necessary to adopt for the preservation of law and order.

Gandhi's Telegram.

Gandhi has since telegraphed to the Viceroy stating that it has been tentatively arranged to start disobedience, but if the Viceroy considers it worth while to him, the plan will be suspended pending the result.

The plan includes a vigorous boycott of British goods, the non-payment of taxes and the non-observance of the Government's regulations.

Lengthy Rejoinder.

A further lengthy rejoinder from Lord Willingdon, Gandhi complains that the Viceroy has rejected a very friendly advance and demands cooperation with the Congress Party without offering anything in return.

The Working Committee of the Congress has passed a resolution demanding complete independence.

It says that Congress is prepared to co-operate with the Government provided adequate relief is granted in respect of the special duties and that free scope is given to Congress in any future negotiations to prosecute the claim of independence.

Meanwhile, the resolution states, the country's administration should be carried on in consultation with popular representatives, pending the attainment of independence.

Call To "Nation."

In the event of the Government responding, the Committee calls on the Nation to resume civil disobedience, including the non-payment of taxes, the boycott of foreign cloth and liquor, picketing, and a general boycott of British goods.

War Preparations.

A resolution appealing to all merchants trading in foreign cloth to give up the trade, since trade in foreign cloth is a powerful factor in "tightening the yoke" has been passed by the Congress Working Committee.

Another resolution passed authorizes the President of the Congress to appoint a successor in the event of his arrest and calls on the country to boycott all services such as telegraphs, law courts etc.

Campaign Beginning.

A number of merchants dealing in cotton, gold, rice and other commodities met Gandhi today and assured him of their unflinching support in the boycott of British goods, banks, shipping and insurance, declaring that they would adopt resolutions similar to those passed on the occasion of the last civil disobedience campaign.—*Reuter*

ANGLO-PERSIAN OIL INCREASE OF CAPITAL APPROVED.

London, Dec. 31. Anglo-Persian Oil Company's capital of £5,000,000 was sanctioned at an extraordinary meeting of shareholders today.—*Reuter*

ANTI-FASCIST "BOMB-MAIL."

CLEVELAND FIND.

TERRIBLE AFFAIR AVERTED.

New York, Jan. 1. The discovery, in a postal package addressed to an Italian diplomat, of sufficient explosive to blow half a city block sky-high was made at Cleveland, Ohio, to-day, revealing further ramifications of the anti-Fascist plot so tragically brought to light at Eaton.

The murder attempt foiled on this occasion was aimed at Count Grandegrasso, the Italian Consul-General at Cleveland.

The parcel had been despatched to Cleveland from New York and when opened was found to contain an infernal machine.

The intercepted postal package was declared by an expert to contain enough explosive to wreck half a block. The police did not wish to have the dangerous object lying about, and it was exploded on the outskirts of the city, the blast causing some temporary alarm.

State Dept. Alarmed.

The State Department is now convinced of the existence of a widespread anti-Fascist plot and has instructed the various consular offices to be on the alert.

TOKYO MANDATE IN MANCHURIA.

BRITISH GENERALS' SUGGESTION.

London, Jan. 2. Writing in the January Army Quarterly, Brigadier-General C. D. Bruce suggests that Japan be granted a mandate for Manchuria on lines similar to the mandates for Syria, Iraq and Trans-Jordan, to be held under the League, or under the Powers participating in the Pact of Paris or the Nine-Power Pact.

Under such a mandate, he writes, the rights of China and Russia would receive due consideration.—*Reuter*

the Department of Justice to protect the Italian and Argentinean Embassies in Washington.

The Washington Post Office is closely scrutinizing all parcels in the mail.—*Reuter's American Service*

One of the Post Office employees gravely wounded in the explosion at Easton, Pennsylvania, has since died.—*Reuter's American Service*

speedy ruin of the foreign settlement in Shanghai.

Such a treaty, it adds, would constitute a flagrant departure from the principles of the British Note of 1929.

It is inconceivable that any British Government would agree to sign it, especially with the situation in China so chaotic and the outlook so uncertain as it is to-day.—*Reuter*

Chance to Reconsider.

"By postponing the assumption of its jurisdiction over foreigners, the Government of China has avoided both political and financial trouble," says the *Financial Times*. It would be wise to take no further steps until an agreement is reached with the foreign powers.

"Until China can show herself both willing and able to establish a proper civil code, it must retard that economic advancement which is the national interest. It seeks to promote, China now has an opportunity to reconsider the gravity of the issues which the flouting of treaty rights and extrajudicial jurisdiction would have raised, and to help formulate some scheme which, while according due recognition to the claims of Chinese sovereignty, shall be conformable with the maintenance of a profitable association with the country by foreigners."—*Reuter*

Draft Treaty Warning

Referring to the report that the draft treaty between China and Britain contemplates the complete abolition of extrajudiciality within a comparatively short period without any guarantee that before that time there should be any system of justice fit for capable of replacing that which is to be abandoned.

The *Times* says that if this is correct this will ensure the

WILL ROGERS ON MANCHURIA.

HISTORY OF THE MONGOLS.

JAPAN IN WAR ATTRITION.

Mr. Will Rogers arrived in the Colony last evening from a tour of the Manchurian "war zone," and an hour or two later, to the immense delight of a group of British and American residents invited to meet him at the Peninsula Hotel, he demonstrated that contact with "the Far East" has not impaired his sense of humour.

Manchuria does not worry him much. "The Japanese," he says, "have got as much in their want of the country. The Chinese have had just about as much as they can stand of Japan, and the League of Nations have had more than they want of both of them."



Will Rogers, the famous American institution.

Shortly, when the weather gets warmer, the League is going to send out a Commission Inquiry, and says Will Rogers, they will be met by a polite group of Japanese generals who will

(Continued on Page 4.)

K.C.R. TRAIN ON STRIKE.

RACEGOERS HELD UP LAST NIGHT.

Patrons to the Fanling Hunt and Race Club's New Year steeplechase meeting, and holiday golfers returning to Kowloon by the trains yesterday evening, were delayed for an hour through a leakage in the boiler of the special train outside Sha Tin, necessitating another engine being dispatched from Kowloon to the stranded train.

Leaving Fanling at 6 p.m., the special train for the steeplechase meeting was due to arrive in Kowloon shortly after 6.30 p.m., but as it was ascending the incline leading to the Beacon Hill tunnel, the boiler sprang a leak and the fires were put out.

A message was instantly sent to Kowloon for another engine, while a warning was despatched to Sha Tin to hold up the golfers' train, which was approximately fifteen minutes behind.

There was a delay of an hour before the arrival of the relief engine and the eventual arrival of the train in Kowloon, the Fanling golfers being similarly delayed.

WINTRY WEATHER AT HOME.

London, Jan. 1. A rainstorm ended the sharp frost in the South Eastern counties this morning.

For a short while, the coating of ice made the roads so slippery that traffic was disorganized and many minor accidents occurred.

The most serious happened near Chichester, where ten passengers were hurt when two motor coaches skidded into one another.—*British Wireless*

NEW YEAR'S HONOURS.

Princess Mary's Title.

LORD SANKEY A VISCOUNT.

London, Jan. 1. His Majesty's daughter, Princess Mary, Countess of Harewood, will henceforth bear the title of Princess Royal.

This is one of the most interesting features of the New Year's Honours list which includes one Viscountcy and five new Peers, and for political and public services, three Privy Counsellors, three Baronetcies, and twenty-eight Knights.

The elevation of Col. Ashley, and Sir W. Mitchell Thomson will involve bye-elections at Christchurch, Hants, and South Croydon.

Another interesting appointment is that of Salote Tubou, Queen of Tonga, as an honorary Dame Commander of the Order of the British Empire.

The principal honours follow:

In recognition of his work in connexion with the Round Table Conference a Viscountcy has been conferred on Lord Sankey, the Lord Chancellor, who was created a Baron in 1919. He was Chairman of the Federal Structure Committee of the Indian Round Table Conference. He was called to the Bar in 1892, was a Judge of the King's Bench Division 1914-23, and a Lord Justice of Appeal from 1923 to the following year.

Barons.

The following are raised to the Peerage:

Reginald Clifford Allen, formerly Director of the *Daily Herald*. He was Secretary and general manager of the first official Labour organ, the *Daily Citizen* from 1911-15. Between 1916-17 he was three times imprisoned as a Conscientious Objector and from 1914-18 was Chairman of the No-Conscription Fellowship. From 1922-26 he was Treasurer and Chairman of the Independent Labour Party and in 1920 was Labour delegate to Russia. He has published several pamphlets on Socialism and Conscience.

Lt. Hon. Lieut-Col. Wilfrid William Ashley, P.C., who has been a Conservative M.P. for various divisions since 1906. He was Conservative Whip 1911-13 and Parliamentary Secretary to the Ministry of Transport in 1922.

(Continued on Page 4.)

"UNCLE" ARTHUR HENDERSON.

NO OPERATION FELT NECESSARY.

London, Jan. 1. Following a two-days' X-ray test and a special examination, it is announced that Mr. Arthur Henderson's internal trouble will be treated medically without an operation.

It is considered that there will be no obstacle in the way of his assuming the chair at the opening session of the Disarmament Conference in February.—*Reuter*

FINLAND MAY BE "WET" AGAIN.

HELSINGFORS VOTE ON REFERENDUM.

Helsingfors, Jan. 1. The movement for the abolition of Prohibition has won a sweeping victory at Helsingfors in a referendum to determine whether the country shall go "Wet" again.

The figures for Helsingfors show sixty-five thousand in favour of abolition, thirteen thousand for continuation of prohibition, and six hundred for partial prohibition.

The referendum is of a purely consultative nature. The final decision must rest with the Diet.—*Reuter*

Bulls and Inners

From the Office Bulls.

According to a doctor, cheerful people resist disease best. In other words, the early bird catches the worm. What with "Monkey Business" full swing, Hongkong seems to be becoming a naturalist's paradise.

We understand that Government servants have decided to work almost as hard during the year as they did yesterday!

We've already heard of one man in Kowloon in which a man fell down and broke his New Year resolution.

One thing about our currency you can't keep a good dollar down!

Electric motor pumps would appear to be the current attraction for thieves on the Praya East Reclamation.

It is somewhat appropriate that an alleged opium carrier should converse in pigeon English!

The share market is reported quiet after the Christmas holidays. Come to think of it, we haven't been feeling particularly boisterous, either.

"Terrier"—No. We do not believe that Greyhound Racing commenced at Houndditch.

A man charged with uttering counterfeit Indian coin said he did it for fun. Making Rupee!

"Anglo-Persian Oil Wants Scottish Holdings," says a newspaper headline. Paradoxically enough, should they get them, they'll have been opposition!

Turkeys are reported to have been scarce this Christmas. We don't blame them.

England, it was reported, was not likely to have a White Christmas. In Hongkong it was mostly Black and White!

Christmas reminded us of the Old Home Tree. All the same we live in hope that some firm will change them.

Anyway we're glad we didn't get the kind of Christmas box that Warnes got on Wednesday evening. Telling mother you sit up with.

These British taxes on "garry" a newspaper heading. This must have been when young missie no-wantee-kissum.

Judging from the after-dinner stories during the Festive Season, we should say that overseas yarn travellers have not done their stuff as usual.

Sez—Hugh—it's cheerful to know that some babies who look like the old man are still young and may outgrow it.

And some to start on Kruschens. Some to take up active sport. Some to give up gambling. Some to give up selling short. Some to take up rambling. One or two whose hectic lives. Have made each one a rue. Have sworn to show their neighbours' wives.

The system preached by Cue. But this was yesterday, you see. To-day we're back to facts, sir. We'll wait till nineteen-thirty-three. And once again make pacts, sir!

On Monday, one of our magistrates accused an offender of manufacturing an excuse in gnat. This, we assume, may be classified as non-productive labour.

The great servant problem in Hongkong now is to decide which is the cumshu New Year!

A Ford which fell into the harbour still had its light burning when fished out. As *Punch* once remarked, you can't even drown 'em!

The only difference between crockery that has been dropped and New Year resolutions is that the crockery may not break!

The brewing trade at Home is said to be doing badly. These stout fellows seem to be having a thin time.

Another infamous saying:—"Ah well, Old Chap—the first to-day!"

The week's poser:—Will the germ you ate germinate?

Militarily, Japan seems to be the land of the rising sons.

Revised Version:—One half of the world doesn't know why the other half listens in to what neither half finds interesting.

Maybe when the Powers settle this debt problem, we shall really get to know who won the War. An enigma.

It is wise to remember that although the New Year wish may be father to the thought, it is farthest from the thoughtless.

It is suggested that next year mistletoe jokes shall be given a holiday.

What does the average man want with a solid silver cigarette lighter? demands a writer. Matches, very often.

A well-known bookmaker says that it was his wife's shingled hair that captured him. Beaten by a short head!

A psychologist says that the last debt problem, we shall really get to know who won the War. An enigma.

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ELECTRICITY FOR MAINLAND.
CHINA LIGHT'S PLANS FOR NEW TERRITORIES.

ANNUAL MEETING.
Electricity for Fanning, Taipo, Shatin and Sheungshui will soon be supplied by the China Light and Power Company, declared Mr. R. G. Shewan, Chairman of Directors, at the annual general meeting of shareholders on Thursday. In his review of the year Mr. Shewan outlined the works completed in that period and said that the company was waiting only the completion of low tension distribution lines to supply current in other districts in the New Territories.
Addressing the shareholders, Mr. Shewan said:
Chairman's Speech.
With your approval, I propose to take the report and accounts as read.
The gross profit for the past financial year amounts to \$818,633.20 as compared with \$703,379.53 for 1929/1930, while the net profit is \$518,144.77 as against \$693,066.98 in the previous year.
In consequence of the fall in Exchange, our working expenditure has greatly increased, and we feel that it speaks well for this Company that we have been able to close the year with a gross profit of nearly \$45,000 in excess of that for 1929/1930.
The reduction in the net profit is partly accounted for by our having had to debit profit and loss account with no less than \$48,563.79 on account of the change of consumers' voltage. I am pleased, however, to say that the work in connexion with the change of voltage is now practically complete.
Depreciation on buildings, plant, stock and changes of pressure and frequency, \$222,790.29, represents an increase of about \$48,000 on last year's figure, and this has also helped to reduce the profits. You will easily understand this large increase when you turn to the balance sheet and observe that the total cost of additions during the year to land and buildings and plant and machinery reached the record figure of over \$1,925,000.
Ample Rates.
I do not wish to leave this item of depreciation without taking the opportunity of removing any doubt that might exist in shareholders' minds as to the adequacy or otherwise of the depreciation provided for. We have it on the statement of Mr. A. H. Preece, senior partner in the firm of consulting engineers, Messrs. Preece, Cardew and Rider, London, that the rates written off the values of plant, buildings, mains, etc., included in the company's capital account are in most cases considerably higher than the normal general rates. Mr. Preece adds that he considers the rates determined by the company's technical manager are ample and that they are in accordance with the best English practice.
New Equipment.
Among the principal additions on capital account during the year were an area of about 160,500 sq. ft. at present under reclamation close to the existing power house site at Hok-um, two British Thomson-Houston 5,000 K.W. turbo alternators, a 40,000 lb. Thompson boiler, and two brush frequency changers of a capacity of 1,500 K.W. each. With the exception of one 5,000 K.W. turbo alternator, which is now in course of erection, all this plant has been put in commission and is working satisfactorily. Included in the sum of \$316,714.12 expended on overhead mains is the main 22,000 volt transmission line in the New Territories.

CHINESE SALLY.

HAMPERING JAPANESE ADVANCE.

Tokyo, Dec. 31.
Shortly before dawn the Chinese at Koupingtze made a final sally in the direction of Tanshan and destroyed two sections of the railway for the purpose of hampering the advance of the Kamura Brigade from Mukden, after which they withdrew to Chinchow, an armoured train covering their retreat.
General Tamon's advance guard entered Koupingtze from the south soon after noon, while the Kamura Brigade having repaired the railway in the direction of Tanshan is expected to enter the city to-night.
Other despatches report that the Japanese have again occupied Newchwang.—*Reuter's Special Service.*

KING CAROL'S FRIEND.

MADAME LUPESCU LEAVES RUMANIA.

Geneva, Dec. 31.
It is learned that Madame Lupescu, King Carol's friend who has been living at Bukharest secretly for eight months has left Rumania and is not returning.
Her departure is a triumph for the premier, M. Jorga, and other enemies of hers who have been trying for months to persuade King Carol to send her abroad.
The departure of Madame Lupescu was urged by the Minister of the Interior on the ground that he was no longer able to guarantee her safety.—*Reuter.*
[Madame Lupescu is the lady for whose sake King Carol once renounced the throne.]

BEAR BRAND
Natural Swiss Milk
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China Building
Sole Agents for South China

If you listen to my advice as an experienced doctor, then...
exercise the greatest care in the choice of baby's food. So much in later years depends on the foundation laid in infancy. With the mother lies a big responsibility, the welfare of the coming generation. The tropics especially call for a healthy constitution. For baby, therefore, the best only is good enough. This is the reason why you should give baby plenty of "BEAR BRAND" Milk. It does more than merely nourish, it builds up the whole system, it paves the way to perfect health and success in life. BEAR BRAND comes from the great Swiss Milk centre, the Emmenthal, it is very rich in nutritive elements, absolutely pure and an infant food per excellence. BEAR BRAND Milk goes to make healthy babies, happy children, successful men and women.

We Specialize in every form of Insurance
Insurance Service means MAXIMUM SAFETY —at Lowest Cost.
Motor Car Insurance
For Particulars and Rates Apply—
CHINA UNDERWRITERS, LTD.
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Gets you well
and keeps you well
that is the object
of SCOTT'S
Emulsion which
builds, restores and
strengthens. Your
doctor knows it.
Ask him.
SCOTT'S Emulsion
The protector of life

SALESMAN SAM
With the Girls
By Small

WHAT SA MATTER, SAM?
AIN'TCHA MAKIN' KEEZALL
TRAIN TODAY?
SURE THING! BUT
HE DON'T NEED MY
HELP!
J. GUZZLE & Co.
TEN-PENNY
NAILS & DIME
BECH
I WANNA BUILD UP HIS
WIND, SO I TOLD HIM TO
SPEND THE GOLD HE'S
RUNNIN' AROUND!
GOOD IDEA! I SUPPOSE
HE'S OUT ON THE COUNTRY
ROADS HOT-FOOTIN' IT
FOR A FARE THEE
WELL!
BUT
KEEZALL
HAS A
TOTALLY
DIFFERENT
IDEA OF
WHAT
RUNNIN'
AROUND
MEANS!
AW, SURE ITS OKE FER ME TA BE WID
YA T'DAY, SWEETIE—DIS ISS VAT DOZE
MENEGER TOL ME TA DO!

Just

BOLS

LIQUEURS
S.V.O. GENEVA



Careful... don't spill...
...gorgeous colour,
...isn't it? Aroma, too
...exquisite. Well,
here's luck... Jove!
that's a marvellous
liqueur... of course
...it's Bols.

*Kummel, Dry Curacao, Citrus
de Menthe, White Curacao
Triple Sec, Cherry Brandy.*

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the Companies Ordinance
of Hong Kong)
(Incorporated in
Shanghai)*

1575

Do the living become spirits or
angels after death? Where are
they?

These and numerous other
questions answered at the Bible
Preaching Service.

At
S. D. A. HALL
20, Ice House Street.

Meeting
Begins at 6.00 p.m.
Closes at 7.00 p.m.

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York Building, Chater Road.

Now Showing a Marvellous
Range of New Felt Hats,
Popular Shapes in Black and
Colours.

Jimmy's Kitchen

42-44 Lockhart Road Telephone 27023
HAS FOR SALE—FRESH ASTRACAN RFD C-VIAR
\$2.50 per lb. RUS-I N ASSORTED SAUS GES.
RED SALMON—REASONABLE PRICES.

GUARD AGAINST

DIPHTHERIA CARRIERS

By using our special antiseptic
gargle

\$1.00 Per bottle.

THE PHARMACY

Asiatie Building. Tel 20345.

TWO CENTURIES.

BRIGHT BATTING AT POKFULUM.

VARSITY MATCH.

Centuries by both Donald Anderson and L. T. Ride enabled the University to defeat the Past by nine wickets at Pokfulum yesterday.

The Past batted first and totalled 210 runs. S. R. Kermant, batted well to top-score with 80 runs, while Gittins came next with 40 runs. Both innings were flawless. Extras yielded 46 runs towards this total.

Faced with this high total, the Present set about their task in right earnest, and both Anderson and Ride treated the bowling with scant respect. Anderson did not give the semblance of a chance until he had passed the century mark. Ride also played a flawless innings for his century. They were associated in a second wickets stand which produced 223 runs.

The scores—

Past.			
S. R. Kermant, c K. P. Gan, b Ride	80		
E. Zimmern, l.b.w. A. T. Nomanbhoy	3		
S. V. Gittins, c and b. H. Nomanbhoy	40		
A. H. Runjahn, b E. L. Gosano	4		
A. A. Runjahn, b Nomanbhoy	4		
A. P. Gutierrez, c Ride, b H. Nomanbhoy	11		
J. L. Youngs, c Silva, b Ride	11		
A. Baker, not out	6		
H. T. Barna, b A. T. Nomanbhoy	4		
D. K. S. Samy, run out	0		
A. T. Barna, not out	0		
Extras (B37: L. B. 6: N. B. 2: Wides 1)	46		
Total (for 9 wks.)	210		

Fall of wickets:—1/15; 2/86; 3/91; 4/96; 5/122; 6/176; 7/185; 8/194; 9/195.			
Bowling Analysis.			
Gosano	O. M. R. W.		
A. T. Nomanbhoy	8 1 32		
A. T. Lee	3 1 18		
D. Anderson	9 1 19		
H. Nomanbhoy	10 4 3		
L. T. Ride	5 2 26		

Present.			
D. J. Anderson l.b.w. b Youngs	134		
A. M. Rodrigues, c Kermant, b Gittins	100		
L. T. Ride, not out	0		
H. Nomanbhoy, c Kermant, b Youngs	0		
A. T. Nomanbhoy, not out	0		
Extras (B 9: L B 4 Wides 1)	14		

Total (for three wickets)			
Fall of wickets:—1/8; 2/241; 3/241.			
E. L. Gosano, F. R. Zimmern, P. M. N. da Silva, K. P. Gan, G. E. Yeoh, A. T. Lee did not bat.			

Bowling Analysis.			
A. P. Gutierrez	O. M. R. W.		
Gittins	10 1 51		
A. Baker	1 1 30		
D. K. Samy	12 3 54		
A. A. Runjahn	8 1 53		
A. H. Runjahn	3 1 13		
Youngs	3 2 20		

THE TRIANGULAR CONTEST.

CLUB NOW IN A STRONG POSITION.

At the close of play yesterday, the Hongkong Club were in a commanding position in the final match of the Triangular Tournament against the Royal Navy on the Club ground.

The Club sent the Navy to bat a second time with a lead of 120 runs on the first innings, and had taken three wickets for 21 runs in the second innings.

The Club batted first, and thanks to a fine and forcing knock by Owen Hughes assisted by Beck, Armstrong, McLellan and Bower, were enabled to total 195 runs. They lost four wickets for 39 runs, but the tail-end batsmen pulled the game round.

Wainwright and Wroughton were the most successful of the Navy bowlers and shared nine wickets between them for a total of 95 runs, the former taking four for 60 and the latter five for 45.

The Navy found Owen Hughes in irresistible form with the ball, and were all a muddle for the paltry total of 76 runs. Lt. Cdr. Shaw and Captain Burnett alone reached double figures.

Owen Hughes was singularly successful, taking seven wickets for

DIPHTHERIA NOW ON WANE.

* ONLY ONE CASE YESTERDAY.

That the diphtheria outbreak is definitely declining is shown by the returns of notifications made to the Medical Department yesterday, when only one case was reported.

This is in marked contrast to the returns made during the preceding three or four days, which averaged double figures, and there is every reason to believe that by the end of next week, the epidemic will have spent its force.

The Medical Officer of Health (Dr. G. W. Pope) has kept his office open throughout the holidays and reports can be made there both to-day and to-morrow.

An 8-year-old Chinese lad, who suddenly emerged from a verandah in front of an approaching car in Queen's Road West yesterday, was knocked down by the vehicle, and received injuries to his legs which led to his admission into hospital.

34 runs. In one over he took three wickets, with the first, third and fifth balls.

Going in a second time, the Navy lost Shaw in the first ball bowled by Beck, and at the close had three wickets down for 21 runs.

The match will be continued to-day.

H. K. C. C.			
G. R. Sayer, c Rowley b Wroughton	3		
E. R. Duckitt l.b.w. b Wroughton	3		
J. E. Richardson, c Murray, b Wainwright	9		
E. J. R. Mitchell, c Shaw, b Wainwright	1		
H. Owen Hughes, l.b.w. Wroughton	60		
H. J. Armstrong, b Wroughton	32		
D. McLellan, b Rowley	18		
A. C. Beck, b Wroughton	36		
R. M. Wood, c and b Wainwright	0		
A. C. I. Bowker, c Shaw, b Wainwright	16		
J. Barrow, not out	0		
Extras (B 13: L. B. 4: N. B. 1)	18		
Total	195		

Fall of wickets:—1/7; 2/22; 3/22; 4/39; 5/112; 6/125; 7/154; 8/155; 9/185; 10/195.			
Bowling Analysis.			
Wainwright	O. M. R. W.		
Wroughton	11 3 59		
Villiers	11 2 45		
Whitney	6 1 12		
Rowley	12 4 41		
Heslop	2 1 11		

Navy 1st Innings.			
Lt. Cdr. Shaw, c and b Beck	30		
Lt. Cdr. Skyrme, b Owen Hughes	3		
Mid. Whiney, b Bowker	0		
Mid. MacFarlan, c Wood, b Owen Hughes	0		
Lt. Villiers, c Beck, b Owen Hughes	0		
Capt. Burnett, not out	13		
Lt. Wroughton, c Beck, b Owen Hughes	6		
E. A. Rowley, c Beck, b Owen Hughes	6		
Mid. Wainwright, c Sayer, b Owen Hughes	0		
Mid. Murray, b Beck	1		
Extras (B 13: L. B. 2)	16		
Total	76		

Fall of Wickets:—1/8; 2/9; 3/18; 4/34; 5/42; 6/49; 7/65; 8/66; 9/66; 10/75.			
Bowling Analysis.			
A. C. I. Bowker	O. M. R. W.		
Owen Hughes	7 2 9		
A. C. Beck	11 4 17		

Navy 2nd Innings.			
Lt. Cdr. Shaw, b Beck	0		
Capt. Burnett b Duckitt	0		
Mid. Heslop, b Beck	3		
Lt. Villier, not out	4		
Mid. Whitney, not out	1		
Extras (B 8)	8		
Total (for 3 wks.)	21		

Bowling Analysis.			
A. C. Beck	O. M. R. W.		
Owen Hughes	2 2 2		
Duckitt	3 1 10		

Fall of Wickets:—1/8; 2/9; 3/18; 4/34; 5/42; 6/49; 7/65; 8/66; 9/66; 10/75.			
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Bowling Analysis.			
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Owen Hughes	2 2 2		
Duckitt	3 1 10		

"RED" ACTIVITY IN BERLIN.

JAPANESE EMBASSY INCIDENT.

Berlin, Jan. 1.
The entry of 1932 in Berlin was marked by much Communist activity. On New Year's Eve two Communists smashed the glass door of the Japanese Embassy and so far have not been arrested.

Numerous houses were placarded with posters bearing the inscription "Arm yourselves, workmen. Let 1932 be a year of revolution against dictatorship and against hunger decrees."—Reuter.

BLACK MAGIC TEST.

SCIENTISTS' FULL MOON TRYST.

ON 'FAUST' MOUNTAIN.

British and German scientists are shortly to carry out an experiment in Black Magic on the top of the Brocken, the highest peak in the Harz Mountains of Saxony.

They have a tryst for the period of the new moon in January on the spot, 3,700ft. up in the snow, where Goethe laid the witches' scene in "Faust."

They they will conduct a ceremony which, according to a valuable manuscript which has come into the possession of the National Laboratory of Psychological Research, South Kensington, S.W., transforms a goat into a youth of surpassing beauty!

They will solemnly carry out the instructions laid down in the High German "Black Book"—not, of course, with any expectation of seeing the goat transformed, but to examine scientifically the weird rites and to prove conclusively to their remaining devotees the folly and dangers of "infernal necromancy."

"Pure in Heart."

The party—under the leadership of Dr. von Mohr, a Göttingen scientist—will have to take with them "a maiden pure in heart and in fair white garments." The ceremony will begin 24 hours before the full moon on January 23, and will continue, if necessary, until 24 hours after.

First the scientists must light a pine fire and then construct a white circle in which must be placed certain "magic" symbols in triangular form.

The maiden will take the goat on a silken cord, lead it into the centre of the triangle, and anoint it with a "faire ointment" of bats' blood, scrapings of church bells, and honey. A bowl of incense will next be lighted, and the scientists will chant Latin incantations.

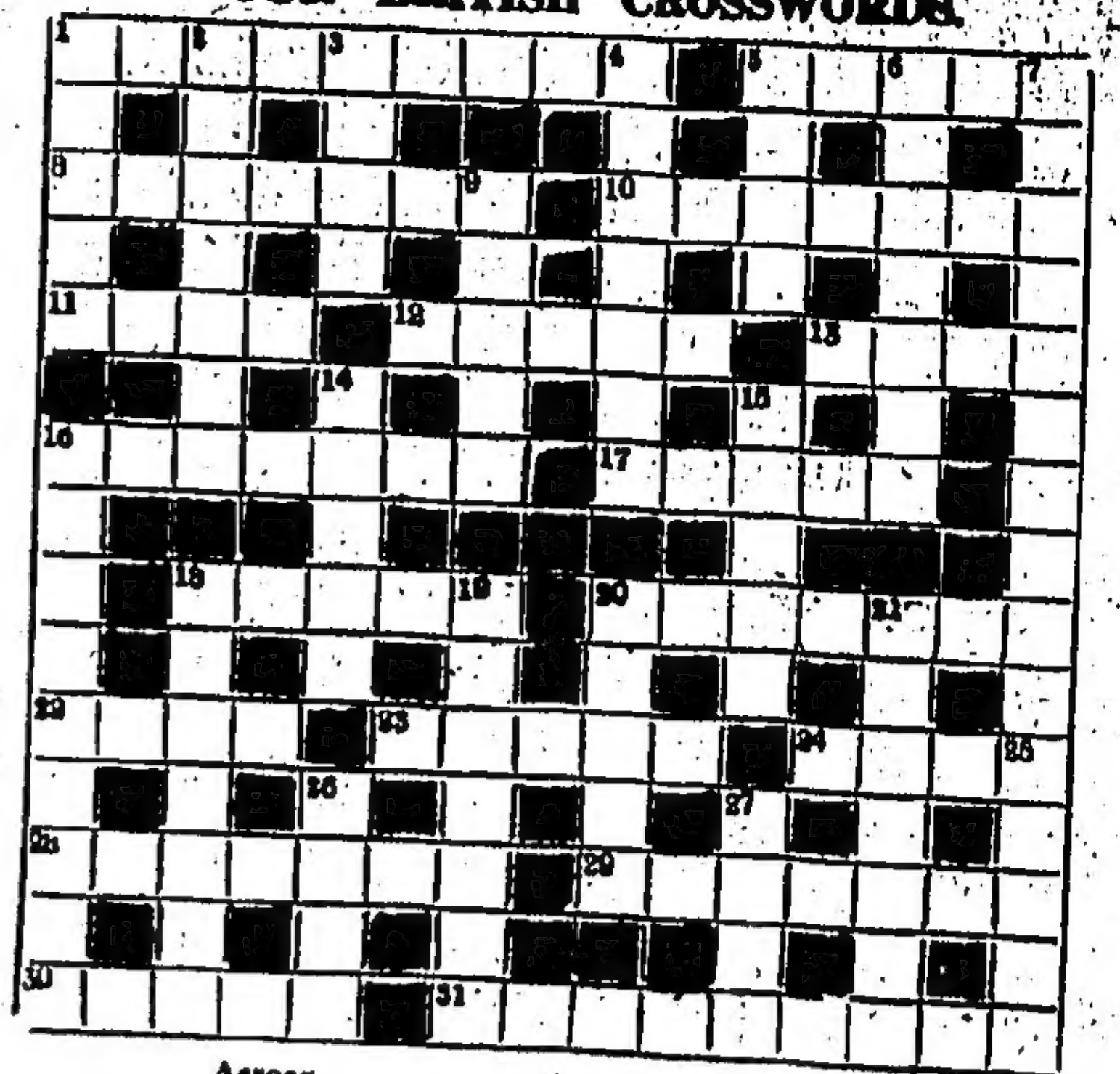
The goat will thereupon be covered with a sheet—and at a moment when the moon is obscured "and only a pin of light cometh from the Tower of Kassel" the maiden will whisk away the sheet, and there should be a youth of surpassing beauty standing in the goat's place.

Following a quarrel with her husband, it is alleged, a Chinese woman, aged 26, living at 250, Queen's Road West, yesterday swallowed a large dose of opium, from the effects of which she died.

The Government Radio Office have issued a new schedule of rates per word for radio messages to all parts of the world. Gold franc rates have been converted at the exchange of 82 cents to 1 gold franc. The rates come into effect on January 1.

Messrs. Arnold & Co., Ltd., are distributing cards which are of great use to radio fans. They bear a revolving time clock showing the hour in different parts of the world. The back of the card offers ruled space for writing the names and wavelengths of stations.

OUR BRITISH CROSSWORDS.



Across

- Moving heavily is a profitable proceeding in Canada.
- A kind of pepper used in medicine.
- This is the stuff that makes one skip, when reading.
- Don't put the mace in the cab; on the contrary, isn't it ghastly?
- Exact but not unpleasant.
- He may be a goose, yet be able to say his head to another.
- Many a one who has never seen a racehorse is yet able to do this one. He is quite likely to be—
- This: which also describes the opal.
- No matter how liason you may be, you cannot do this without bending the leg.
- She was once a flapper.
- Steal a letter from this performer in the middle of his act.
- Part of yours, but not yours alone.
- Exacts of a bygone day.
- Picking up a stick, he ran after the retreating youngsters (hidden).
- Give me a letter, certain; you can then find out the size.
- My first is quite out of place at a wedding. Not so my second, though it is merely a whim.
- It was rather fun; I tempted it, chiefly with nuts, to return (hidden).
- Sea bird.

Down

- The herbaceous border seems a strange place in which to find a famous detective—even a French one.
- This man is a doctor.
- This, undoubtedly, looks bad.
- Treasure a bit of this South African antelope.
- Half this for safety. After a game it will fight.

- The tall of this horse is more than half its own length. It has a very short tail.
- Larwood can, and not only when he's hungry.
- Spencer that has flown in the States when old.
- This rascal may be found in encampments.
- To make a mistake in my surroundings is quite bright and cheerful.
- Describe a postman on duty, but give it one more letter and thus he will know nothing.
- Authorise war ravings? Surely not.
- May deceive the hen, but capital all the same.
- Fertaining to gold.
- May be of fire or water.
- Unpleasant though it is, this never falls without bringing shelter with it.
- This kind of haste is worth nothing.
- The cat does this up.

Thursday's Solution.

PEREGRINATION
H. D. A. A. R.
BLANDLY PALADIN
C. E. Y. L. L. E. U.
LAUD STEEL DRAM
L. E. S. C. E. C. I.
STEPHEN SNOWDON
T. E. U. A.
L. B. E. E. S. M. A. L. E. T.
O. L. A. T. A. T. A. Y.
K. R. O. O. G. U. A. R. D. O. O. T. O.
E. S. E. D. I. A. N.
R. O. S. E. A. T. N. I. P. E. E. R. S.
O. E. N. E. I. A.
I. M. P. E. R. T. U. R. B. A. L. E.

BRITISH SEAMAN CHARGED.

RAZOR INCIDENT ON STEAMER.

How New Year celebrations on board the British steamer Pentyn, lying in harbour, nearly ended in tragedy, was revealed at the Kowloon Magistracy before Mr. Fraser this morning when William Wishart, a seaman, was charged with inflicting grievous bodily harm on William Davidson with a razor and also with assault.

His Worship:—Do you plead guilty or not guilty?

Defendant:—I don't know.

His Worship:—Then I must enter a plea of not guilty on both charges.

Detective-Inspector Elston:—

The injured man is still in hospital, your Worship.

Inspector Elston went on to say that some of the seamen of the Pentyn were celebrating New Year's Day and "got drunk a bit." Defendant went on deck, quarrelled with a complainant, and slashed him on the face and body with a razor. The injured man would be out of hospital on Tuesday.

The case was accordingly adjourned until Tuesday.

"THE BEST"
—And Your
Baby
Is Entitled
To It.



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A. S. WATSON & CO., LTD.

The Hongkong Dispensary.

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PORTABLE GRAMOPHONE

A British Made machine of splendid quality—Latest type double spring motor, playing three records at one winding—Metal diaphragm soundbox of improved design—Special record and needle containers—Double action locks—Reliable automatic brake.

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Usual Cash Discount

S. MOUTRIE & CO., LTD.

Chater Road.

Last Few Days

OF

Special Furnishing Offer.

ALL FURNISHING FABRICS 20% dis.
CARPET SQUARES ... 20% ..
WOOL RUGS... .. 20% ..
FANCY CUSHIONS ... 15% ..
DOWN QUILTS 15% ..
ALL HOUSEHOLD DRAPERY 15% ..

Furniture Dept.

Mezzanine Floor.

Lane, Crawford, Ltd.

All Studebakers now have
FREE WHEELING
and all closed cars have
RADIO ANTENNA
ingeniously and effectively
concealed in roof.



AND THIS 70 HORSEPOWER
STUDEBAKER REGAL TOUR-
ER DOES BETTER THAN 20
MILES TO THE GALLON
GASOLINE.

PLEASING TO DRIVE because
its so flexible and obedient.
ECONOMICAL because of
free-wheeling and extremely
low cost of upkeep.

SAFE because of positive in-
stantaneous gear shift, triple
glass, generous bumpers, over-
size four wheel brakes and
Studebaker's traditional
leadership in design and ac-
curacy in manufacture.

PLEASING TO THE EYE be-
cause of superior coach-craft
and harmony of finish.

Body:—Tottlem Beige, light
& dark fenders & wheels:—
Black Stripping:—Hampton
Green Upholstery:—Genuine
Leather.

EQUIPMENT consists of:—

two extra wire wheels carried
in well fenders, mounting
spare tires and tubes, wind-
shield, wiper, rear view-
mirror, front fender lamps,
khaki top, cover, and side
curtains completely equipped
instrument panel, tools and
instruction book.

PRICE HK\$4,984.

THE HONGKONG HOTEL
GARAGE.

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong.
Stubbs Road Happy Valley

The
Hongkong Telegraph

SATURDAY, JANUARY 2, 1932.

THE CITY HALL
PROBLEM.

Although few tears will be shed over the passing of the City Hall, now doomed because it has had its day, an important issue is raised now that the Colony is faced with the prospect of having no public building. It is true that latterly the theatre and public rooms have remained largely unused, partly due to the uninviting interior of the block and partly by reason of new facilities having been provided by modern cinemas for travelling theatrical companies and music stars occasionally visiting the Colony. None the less, no city can be without a public hall of some kind, and there does exist a real need for some such building in Hongkong. Where else, it may be asked, are new Governors to be publicly welcomed on arrival, or distinguished visitors received? When the Prince of Wales visited the Colony, it became necessary to erect a special pavilion in which to hold the functions at which he figured. That was because the City Hall was totally inadequate for the purpose. Had the Colony been properly served, there would have been no necessity for incurring the expenditure involved in making this provision. Admittedly, Royalty does not often come to Hongkong, but there are other occasions when a public hall is a necessity, and, if the truth be told, the Colony has in recent years had its activities much circumscribed because of the lack of a suitable building in which to hold concerts and other gatherings.

So long as the City Hall stood, there was practically no alternative but to put up with what we had. Now that it is to be closed

down, and will eventually disappear altogether, the problem has to be faced. The position for many years past has been most unsatisfactory. The building was owned by public subscription, the Government providing a free site. The lease was originally made out in the name of certain trustees, with a provision that the trust was to descend to the legal descendants of the last surviving trustee. The original trustees appear to have passed away, and no-one knows who was the last survivor or who any of his descendants are. For many years, the City Hall has been administered by a Committee, and some time back there was a movement on foot for incorporating this committee, giving it certain statutory powers. Later, however, the committee has found its funds becoming exhausted, and, quite naturally, it has not felt disposed to carry on. In view of the deplorable condition of the building, the committee has endeavoured to get the Government to assume responsibility for any untoward happening, but in this it has failed. In the circumstances, there is no alternative but to close the building, which, presumably, goes to the Government when it resumes possession of the site.

However the matter be looked at, it would appear that the next move must lie with the Government. Apart from the fact that a fast-decaying, unoccupied block of buildings cannot be allowed to remain standing until it collapses, a responsibility does rest on the authorities to see that the Colony is provided with a suitable public meeting-place. What we need, of course, is a thoroughly up-to-date assembly hall, with smaller rooms suitable for chamber music, committee meetings, etc., together with a real public library, a worth-while museum and, maybe, an art gallery which could, incidentally, house the Chater Collection. The provision of the necessary funds is a difficulty, of course, but surely public spirit is as much alive now as it was when the present building was erected. Government aid, plus public subscriptions, ought to make the project possible. Be that as it may, the matter cannot be left where it now is. The public will await with interest a statement of Government policy.

Reparations Disappointment.

The British Government have taken the initiative in calling a reparations conference by suggesting a meeting at Lausanne sixteen days hence and have, at the same time, robbed the proposed gathering of lasting importance by abandoning all idea of effecting a permanent settlement. No doubt the obstacles were formidable; possibly impossible to overcome; but it is disappointing to find that the Prime Minister has consented to surrender the stand he adopted a week or two ago without, apparently, offering battle. Were there any hope that Lausanne would result in wiping out the worst of the grim legacies of the war, relief would be felt in financial centres throughout the world, the panic conversion of foreign funds into gold would cease, the business revival could be considered well begun. Economists of all countries have declared that the huge transference of capital involved in reparations and war debts stands definitely in the way of trade recovery. The Advisory Committee under the Young Plan expressed the firm conviction that the adjustment of War debts, and reparations, without delay, is the only step capable of restoring lasting confidence. That the adjustment should also be lasting was, of course, the first principle of this dictum. Warning was given of an even greater catastrophe if the steps taken to rectify the deficiencies of existing arrangements are not adequate. Unfortunately, France has firmly obstructed the pathway to a general comprehensive settlement and, judging by the official statement, Britain has at this stage decided to seek a way round rather than a means to press through. France still appears to

DAY BY DAY

WE WANT EXAMPLES OF PEOPLE WHO, LEAVING HEAVEN TO DECIDE WHETHER THEY ARE TO RISE IN THE WORLD, DECIDE FOR THEMSELVES THAT THEY WILL BE HAPPY IN IT, AND HAVE RESOLVED TO SEEK—NOT HIGHER FORTUNE, BUT DEEPER FELICITY; MAKING THE FIRST OF POSSESSIONS, SELF-POSSESSION; AND HONOURING THEMSELVES IN THE HARMLESS PRIDE AND CALM PURSUITS OF PEACE.—Ruskin.

Mr. Justice J. R. Wood of Hongkong has been elected a member of the Royal Empire Society.

The a.s. "Nellore" left Manila for this Port on the 30th with the outward Australian Mail, and is due here to-day.

The P. O. a.s. "Mirzapore" left Shanghai for this Port yesterday and is due here on the 4th instant at about 6 p.m.

Mr. Alfred Reginald Seymour Major has been appointed an Assistant of Police, with effect from 11th December, 1931.

At next Tuesday's meeting of the Rotary Club, Rotarian J. D. Bush will speak on the promotion of agriculture in the New Territories.

The appointment is announced of Mr. Walter Philip Thompson to be an Assistant Superintendent of Police, with effect from 11th December, 1931.

The name of Dr. Victor Enok, M.B., B.S., has been added to the Register of Medical Practitioners entitled to practice Medicine in this Colony.

His Excellency the Governor has appointed Mr. Leonard Horace Vertue Booth to be a Superintendent of Police, with effect from 19th December, 1931.

His Excellency the Governor has appointed Mr. Wong Kwong-in to be a Member of the Sanitary Board for a further term of three years, with effect from 12th January, 1932.

It is notified that satisfactory evidence has been furnished to His Excellency the Governor by Brother Amor Mathias of his appointment as the Director in Hongkong of St. Joseph's College.

The Gazette contains the Draft of a Bill to consolidate the Ordinances relating to Estate Duty Ordinance No. 16 of 1916 and Ordinance No. 6 of 1931 with slight amendments which are indicated in the Table of Correspondence attached to it.

An interesting little booklet has been issued by the Blue Funnel Line entitled "Opportunities for Travel Abroad on British Ships." It gives details of various cruises by the magnificent vessels of the Blue Funnel fleet, together with round voyages to the East and Australia, full particulars being given of the fares in each instance.

COLONY'S CREDIT
BALANCE.SLIGHT FALL IN
SEPTEMBER.

The latest financial statement issued by the Government shows that the Colony's credit balance at the end of September was \$10,962,973, compared with \$11,339,109 at the end of August.

The revenue for September totalled \$2,152,833, compared with \$1,838,563 for the same month in the previous year, the respective expenditure figures being \$2,528,970 and \$2,507,376.

For the period from January to September inclusive, the revenue was \$23,901,770 and the expenditure \$22,300,477, the corresponding figures for 1930 being \$18,631,666 and \$18,956,002.

believe that her national security demands that Germany shall be held to tribute for many years; in addition, she still insists that reparations obligations shall take precedence of private trading debts. She fails to realise that in thus placing what must be a fatal handicap on Germany's ability for trade, she is reducing the country's doubtful "capacity to pay" to nothing. Britain's advisers were naturally further influenced by the uncompromising attitude adopted by the United States Congress during the moratorium debates, a sad blow to those who thought there was still intelligence in American politics. That, however, is beside the point. We are concerned with the attempt to be made to tide over the difficulties of Europe by the Powers interested in reparations. We fear that, in the absence of a strong driving force for permanency, this means that perhaps a quarter of what the situation demands will be achieved and that when the time comes for supplying the deficiency, it will have been duplicated.

A TARIFF FOR
UNPLEASANT PEOPLE.

By BEVERLEY NICHOLS.

"Last Sunday we had 39 folks to tea, and I noticed that they were almost all ill-shaped, ugly, or ill-dressed. I came into the office and complained at having to work for much people at 1s. 6d. a head. I told Phyllis to charge 6d. extra for money for the worst cases..."

THUS my good friend Mr. John Fothergill, in his delightful "Innkeeper's Diary," which has just been published.

The passage quoted above makes a particular appeal to me. Partly because it gives evidence of a gay, independent spirit... a spirit which has been sadly rare in England since the days when Wainwright poisoned his wife "because she had such dreadfully thick ankles." Partly, too, because when I stayed at Mr. Fothergill's Inn he not only refrained from charging me an extra sixpence for tea but gave me a present, as I left, of a beautiful jar of Greek honey.

Not Too Cruel.

"Work that out," as they say in the talkies.

Mr. Fothergill need not be taken literally. I have seen him deal most courteously with a female Calliban (who was neither well dressed, rich, nor intelligent) merely because she looked tired. I have seen him, on the other hand, firmly wave away a tiresome young couple who arrived for dinner in a super-sporting car, telling them that he was "full up," in the dearest part of the season. "Fed up," of course, was what he really meant. I shall never forget the looks of hatred which that couple gave him as they re-entered their noisy, scarlet vehicle (on one of whose seats reposed a model gramophone and a cocktail shaker).

Mr. Fothergill's example might be followed with advantage by other inn-keepers.

Assuming that the price of tea and cake was 1s. 6d. for persons who were "intelligent, beautiful, or well-bred," an extra charge would be levied on all others. To save argument, it would be wise to hang up a notice in the hall, affixing the precise tax payable for each particular offence. Such a notice might read as follows:

Tea Tariff for Unpleasant People

Women with nicotine-

stained fingers 3 0

Women with the left side of their upper lip made up higher than the right (a very mild offence in lipstick technique when compared with some of the astonishing shapes now being worn) 3 1½

Women who jab their finished cigarettes on plates which have recently contained muffins, thereby causing a peculiarly nauseous and penetrating effluvia 3 11

Women who say more than six times at tea, "Where did I put my bag?" or "Have you seen my bag, Ada?" or "It's very strange, but I had it a moment ago." 4 0

If this remark is accompanied by glares of suspicion, directed against the other occupants of the room 4 6

Men who, when asked if they will consume tea, say, "Well, ha! ha! if there's nothing stronger in the offering, ha! ha! what?" and then proceed to take six cups 2 9½

Men who inform the rest of the room that they are feeling very fit after that that last round, what? 3 0

Men who make jokes at the expense of the waitress 7 6

Persons of either sex who were actually rude to waiters or waitresses, who purposely embarrassed them, or told them to "keep a civil tongue in their heads" merely because they had answered a question truthfully, or perhaps a little wearily, would be requested to pay a guinea and leave the hotel at once.

The definition of "well-bred" would, of course, vary according to the mentality of the innkeeper. In most English provincial restaurants and hotels some of the rules above—e.g., about the men who joke with waitresses—would not apply, because conversation in those institutions is usually conducted in a series of hoarse whispers. Silence is the rule, broken by strangled and sibilant requests to pass the salt.

Occasionally some strong-minded woman will venture to say something in a normal tone of voice, something quite inoffensive, such as "I heard from Ada yesterday." However, she is quickly quelled by the outraged glances of the other occupants of the room. If she is a heroine, she will continue her statement, in accents of growing hysteria. If she is of only normal stamina, she will be choked by the Silence, and may be heard, towards the end of the meal, whispering very timidly "No, thank you, I like it black."

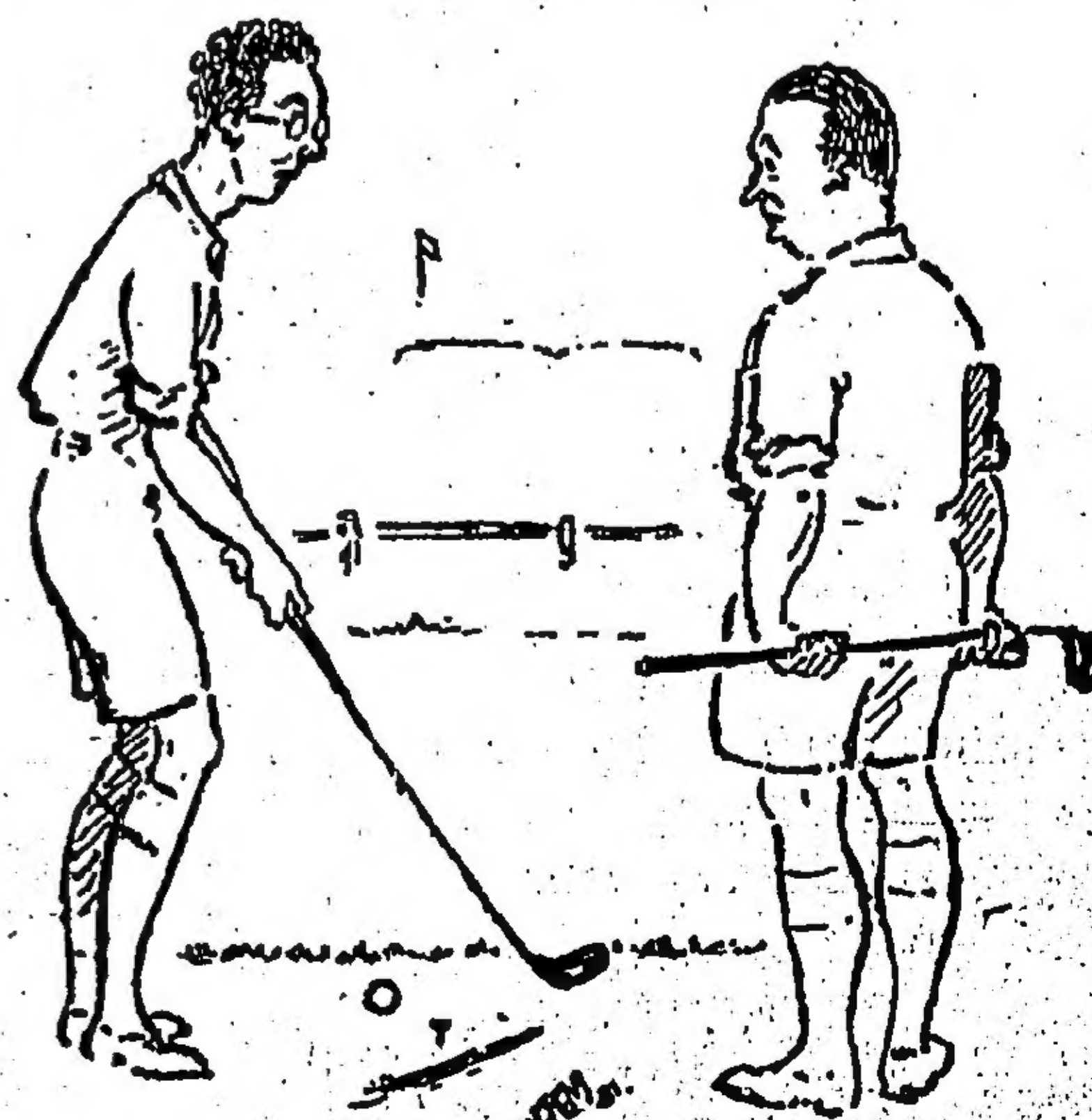
The Right Chatter.

However, there are places, even in England, where a pleasant chatter predominates, and Mr. Fothergill's Inn is one of them. And it is in the quality of the chatter that the quality of the breeding is portrayed. I should not greatly care, were I an innkeeper, if people drank out of their saucers and ate peas with a knife, because both these habits need considerable skill, and afford pleasure to the less accomplished (though more socially eligible) spectators. Breeding does not lie in such things as this... for, after all, most of man's customs are pretty savage. No... I think that though a woman looks quite outrageous, she is well-bred if she says "Thank you" to even the dullest and most breathless little waitress, or if she says "Please" to the shabbiest waiter in the cheapest restaurant. I do not think if a woman uses the tabooed word "serviette" instead of "napkin," and I can bear with comparative equanimity quite open references to such socially improper objects as "crucets." But I cannot bear rudeness to "inferiors," nor "showing off," nor any form of loudness.

Probably Mr. Fothergill is of the same opinion.

The Christmas Number of the *Rangoon Times*, a copy of which is to hand, well maintains the high standard set in the past. There is a wealth of light reading, whilst the book is freely illustrated with pictures of Rangoon life. In addition, there are four beautiful fine art reproductions of Burma scenes from the collection of Mr. E. Williams. Selling at two rupees, the number is a credit to all concerned in its production.

OVERHEARD AT THE VALLEY.



"That's no good, John; you must keep your head down."
"Is that so? Then my only hope is to grow a beard and stand on it."

THE "SIX"

Powerful 70-horsepower Studebaker-built engine

11-inch wheelbase—BIG, roomy, comfortable car.

HONGKONG HOTEL GARAGE.

25, Queen's Road C. & Stubbs Road.

Hongkong Telegraph.

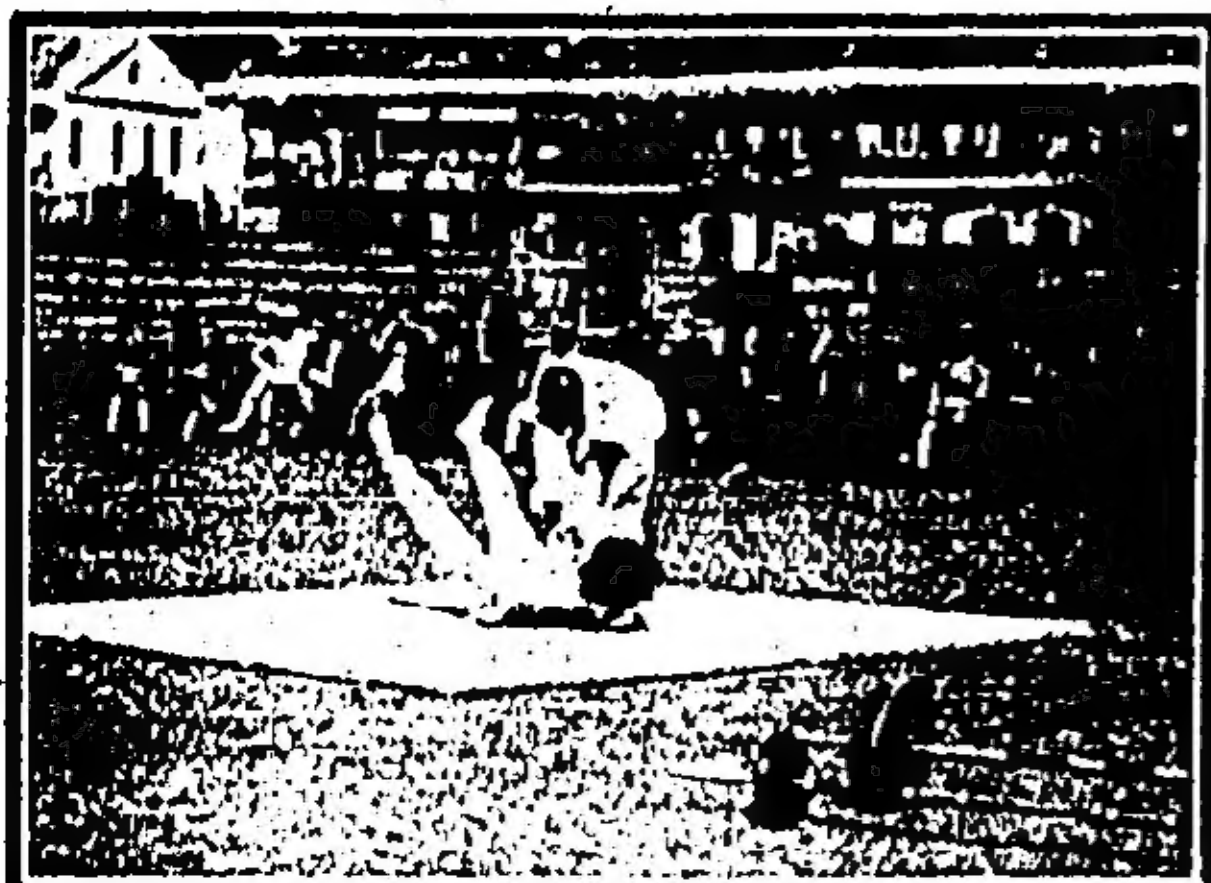
Pictorial Supplement

January 2nd. 1932.

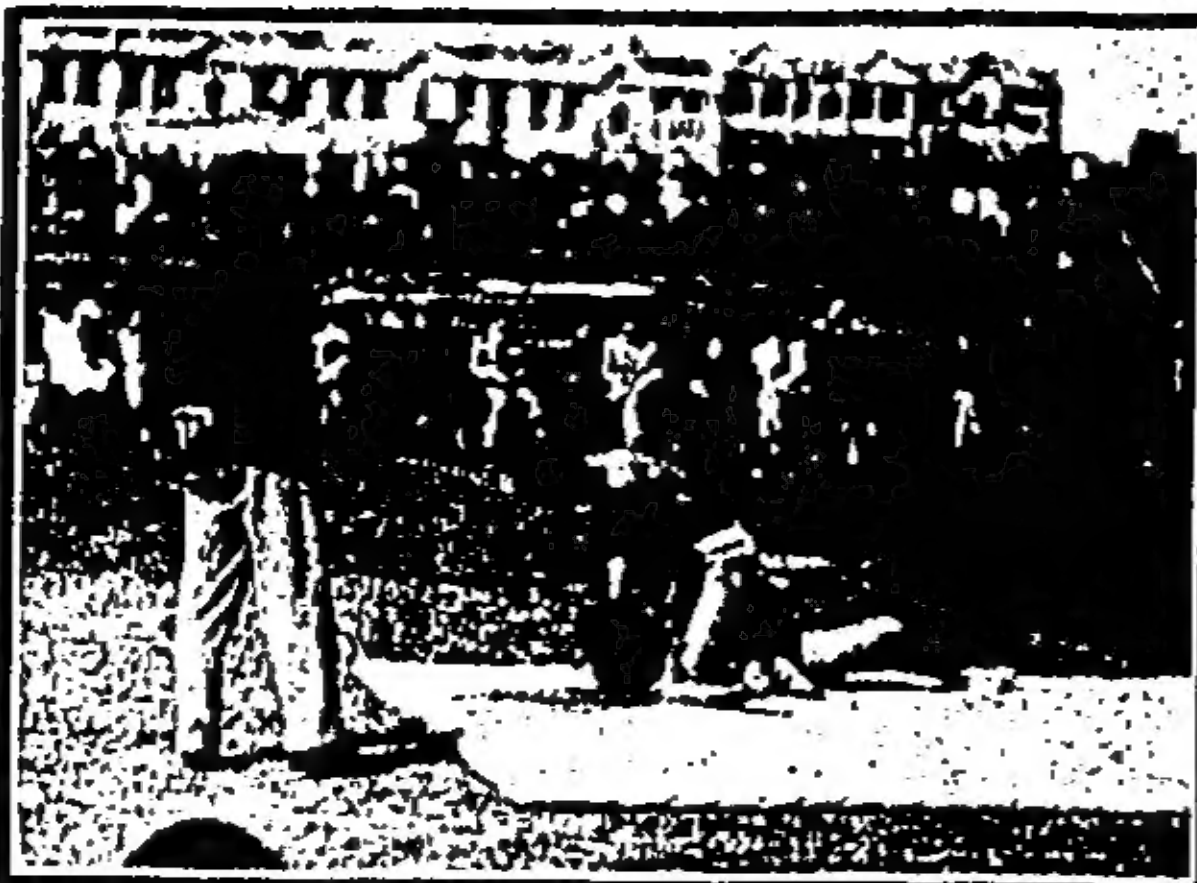
THE St. FRANCIS HOTEL.

MODERN LOUNGES & RESTROOMS
HIGH CLASS CATERING.

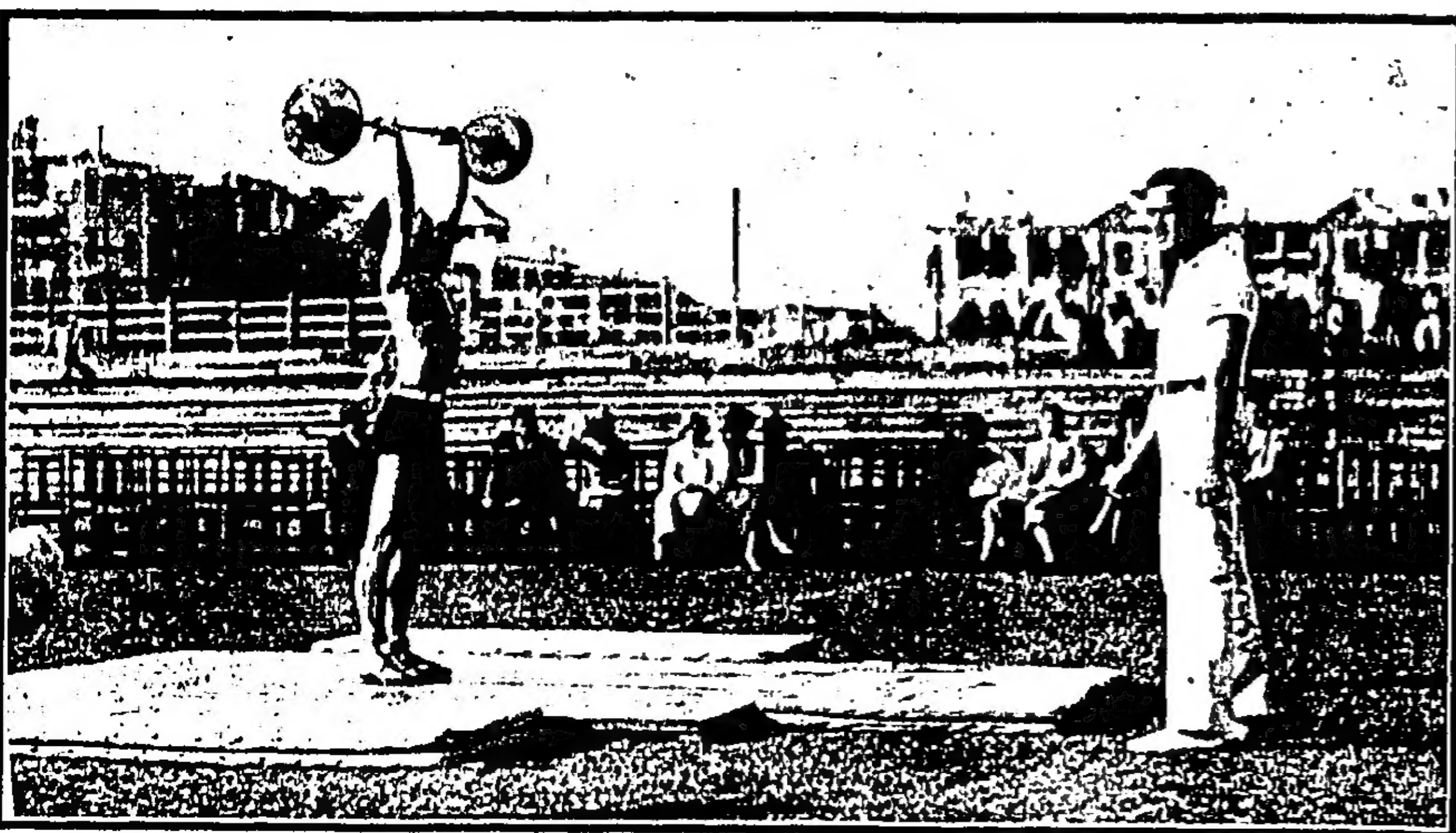
UNDER THE
PERSONAL SUPERVISION OF
ALPHONSE



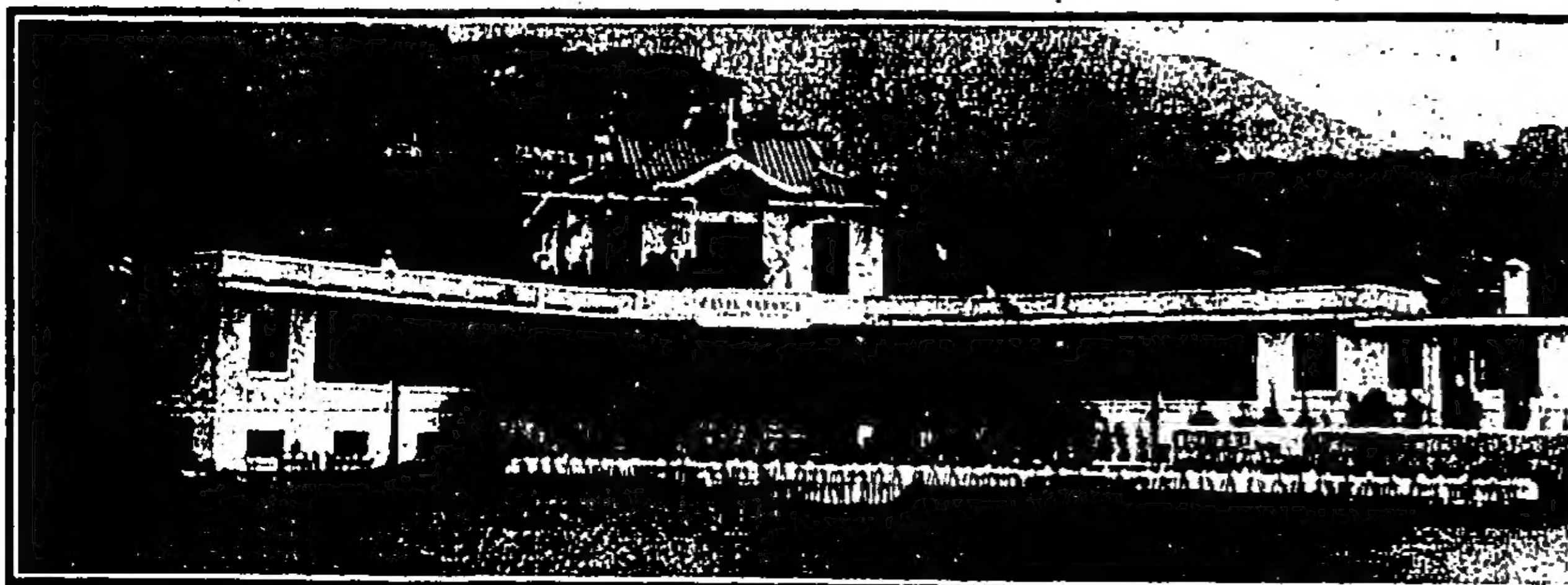
Miss Enid Lo and her brother, Mr. Horace Lo, are seen in a judo display at Happy Valley last Sunday. (Photo: Mee Cheung).



The wrestling bout between Mr. Andrews and Mr. Marshall at Happy Valley on Sunday. The former won. (Photo: Mee Cheung).



Weight-lifting contests in progress at Happy Valley on Sunday, when championship events were staged under the auspices of the Maurice College of Physical Education. (Photo: Mee Cheung).



The Civil Service Cricket Club's fine new pavilion at Happy Valley, constructed at a cost of \$20,000. Lady Peel performed the opening ceremony on Saturday last. (Photo: Ming Yuen Studio).



Mr. A. E. Wood, acting President of the Civil Service Cricket Club, speaking at the opening of the new pavilion last Saturday. (Photo: Ming Yuen Studio).



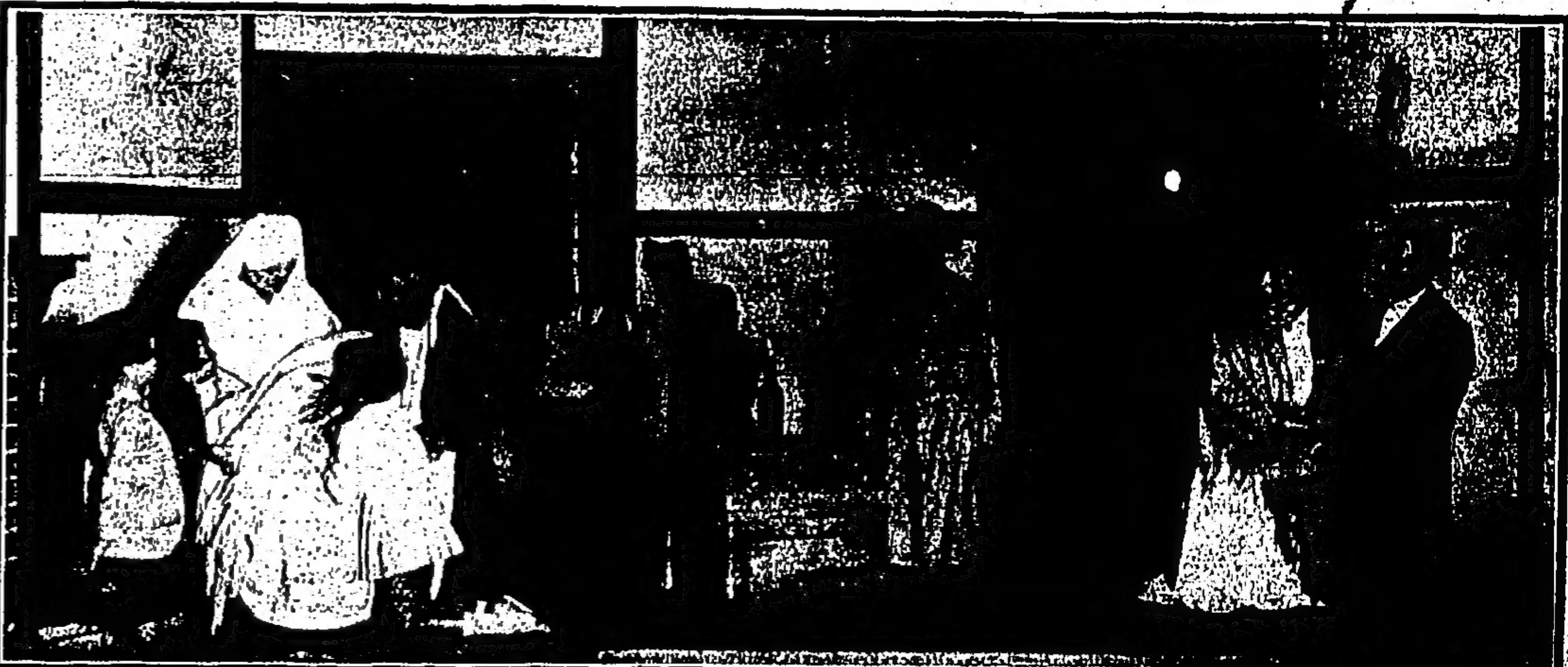
Group taken at the opening of the Civil Service Cricket Club pavilion by Lady Peel, who is seen seated in centre, with the acting President, Mr. A. E. Wood, on her right. (Photo: Ming Yuen Studio).



A scene from St. John's Cathedral Christmas play, "The House Next Door." It depicts Christmas Eve in the House of Good Humour. (Photo: Ming Yuen Studio).



Christmas comes to "The House Next Door." The characters, left to right, are Evil Life, Down in the Dust, and the Virgin Mary. (Photo: Ming Yuen Studio).



The Virgin in "The House Next Door." Another effective scene from the St. John's Cathedral Christmas play. (Photo: Ming Yuen Studio).



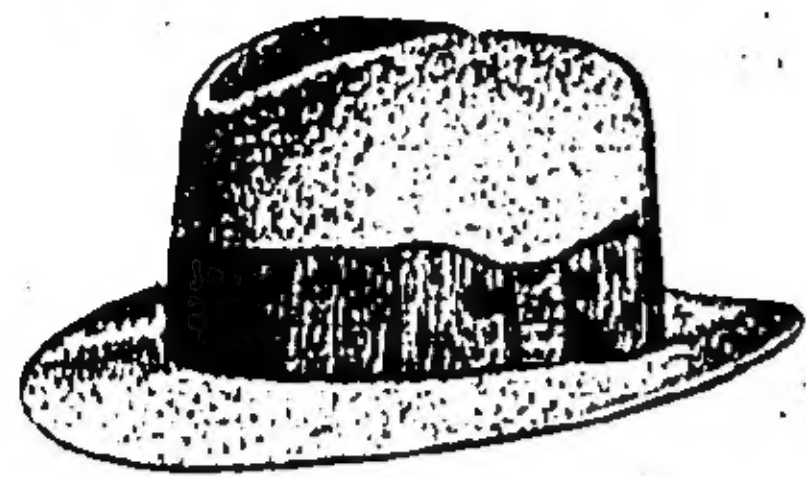
Here is shown the Christmas crib which has attracted so much attention. The figures, appropriately coloured, were the work of one of the Whangpoo Sisters. (Photo: Ming Yuen Studio).

THE "SNAP"

REGD.

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"Ideal for sports or general wear."



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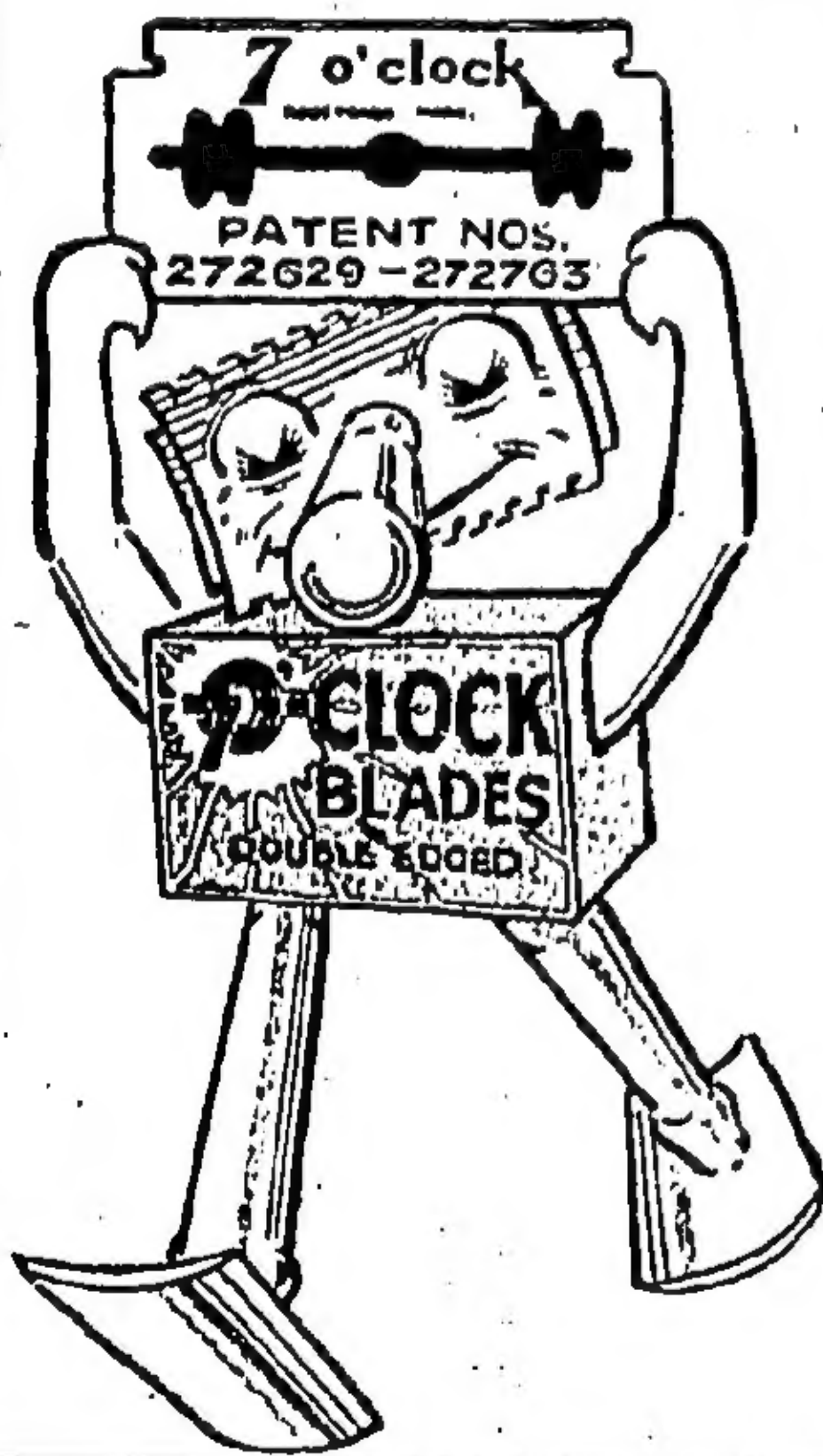
Is it any wonder that so many housewives call it "The World's Best"?

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South China Cold Storage Co., Ltd.
29, Des Voeux Road C.
The Cafeteria, Peninsula Hotel.

WHITEAWAYS.



HERE'S THE BLADE YOU WANT. SEVEN O'CLOCK

A British made Blade that fits all Gillette Type Razors, old and new style.

Packet of 5 \$1.25
Packet of 10 \$2.50

WHITEAWAY, LAIDLAW & Co., Ltd.



Mr. C. V. Marques and Miss A. A. Branchao were married at St. Margaret's Church on Saturday, after which the above group was taken. (Photo: Mee Cheung).



Group taken after the wedding, at the Rosary Church, of Mr. J. E. Noronha, of Hongkong Amusements, Ltd., and Miss A. M. Esato. (Photo: Mee Cheung).



The children had a happy afternoon at the Craigengower Club on Sunday, when the annual Christmas sports were held. Above Kiddles enjoying the chute at the Craigengower sports on Sunday. (Photo: Mee Cheung).



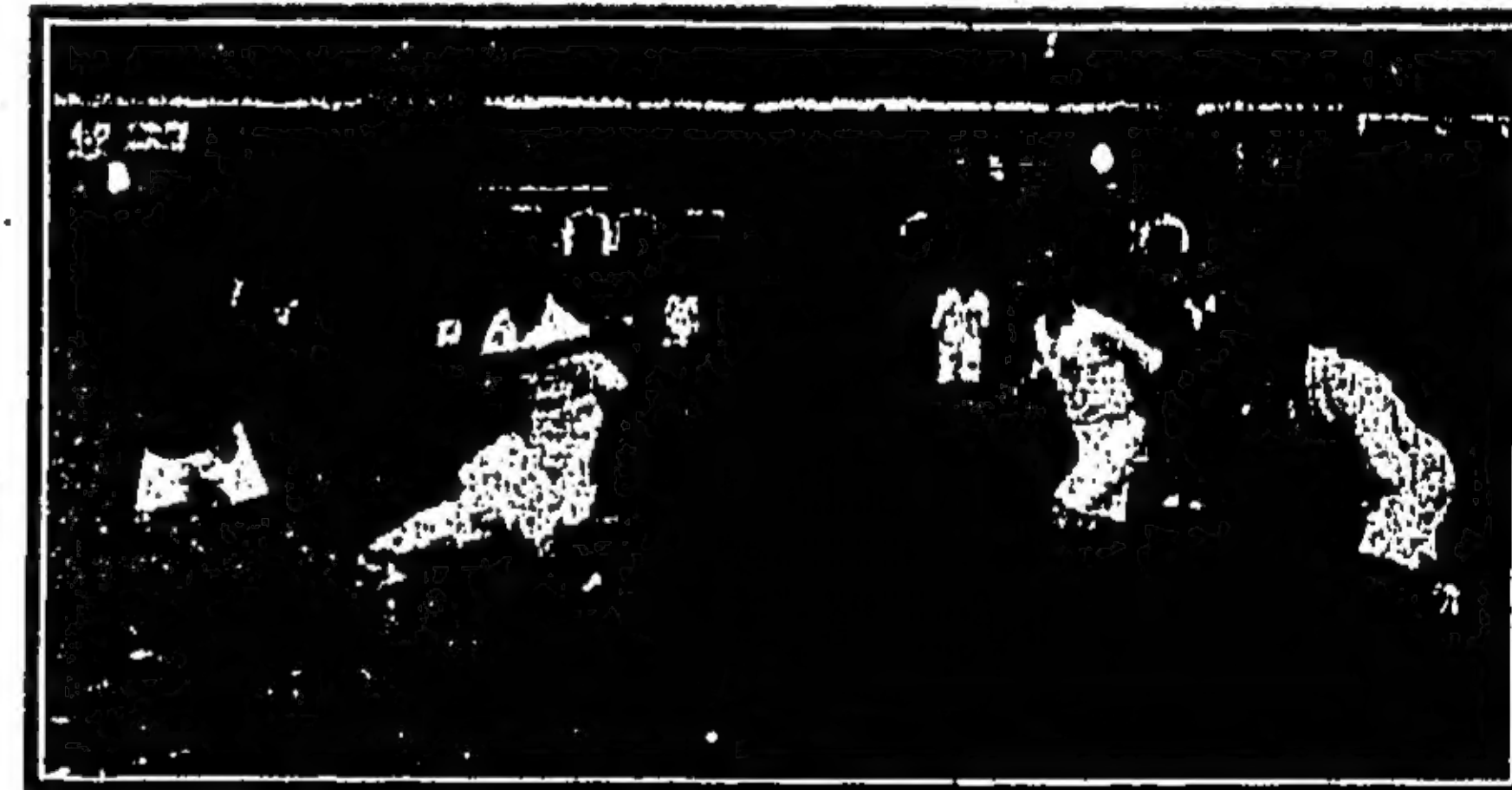
Lady Peel, accompanied by Mr. A. E. Wood and Mr. A. O. Brown, arriving for the opening of the Civil Service Cricket Club's new pavilion. (Photo: Ming Yuen Studio).



Members of the Shun Loo St. Stephen's Old Boys' Club entertained guests at their second anniversary dinner which was held at the King's Restaurant recently. Above are seen those who attended the function. (Photo: A Fong).



The teams representing England and Scotland which met in the international match on Christmas Day. The Scotsmen won by the odd goal in five. (Photo: Mee Cheung).



An incident in the Christmas Day soccer match between England and Scotland. (Photo: Mee Cheung).



Soccer teams representing Portugal and Wales met on Saturday last, the Portuguese winning. Above are seen the two teams. (Photo: Mee Cheung).

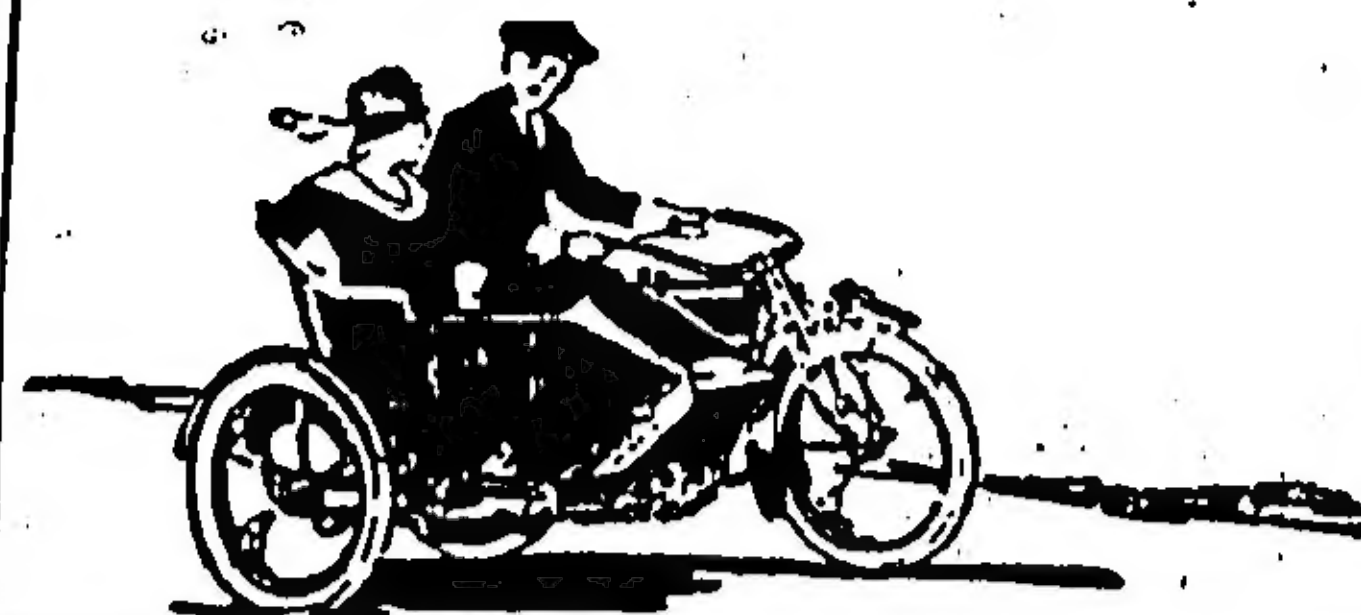


Lady Peel presenting prizes won during the season at the opening of the Civil Service Cricket Club's new pavilion on Saturday. (Photo: Ming Yuen Studio).

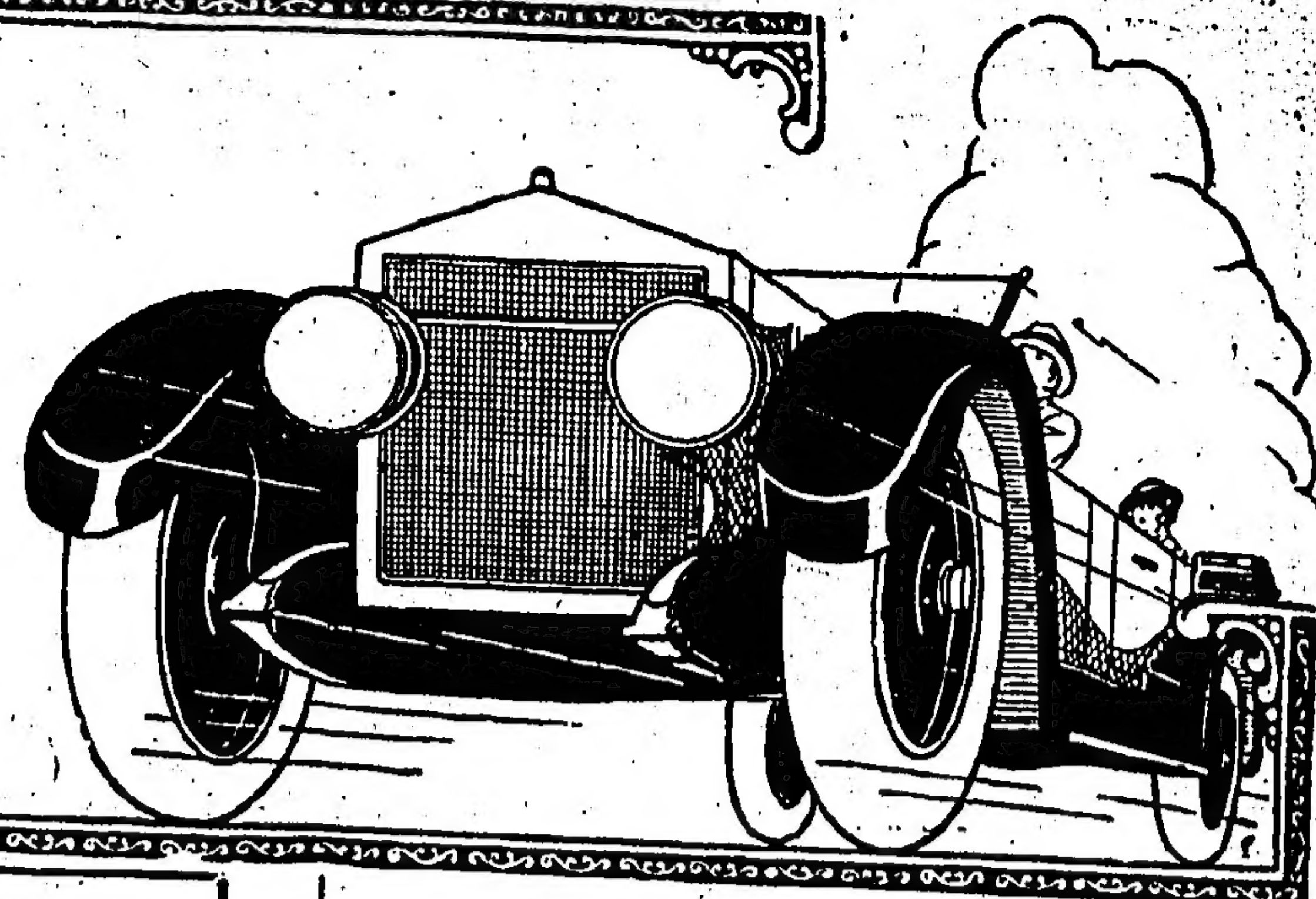


A raid on the Portuguese goal in the soccer match in which Wales were defeated by five goals to three. (Photo: Mee Cheung).

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY 2nd JANUARY, 1932.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION



Storage Batteries



for maximum Power and Life suitable for all types of motor cars, trucks, radios, &c can be had either dried or fully charged with acid for immediate use.

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B. D. EVANS
Hon. Secretary.

C/o "Hongkong Telegraph"

INSURANCE LAW.

Important Third-Party Decision.

An important decision with regard to third-party motor insurance was given in a case which came before the House of Lords in last week. The appellant was Captain John Crough Rogerson, South Street, Park Lane, W., and the respondents the Scottish Automobile and General Insurance Co., Ltd. Captain Rogerson took out a motor-car insurance policy, which covered claims by the public, and his legal liability in respect of his use "of any motor-car (other than a hired car) provided that such car is at the time of the accident being used instead of the insured car." Without informing the insurance company, Captain Rogerson exchanged his car for one with a saloon body, and shortly afterwards was involved in an accident, as a result of which an injured woman obtained judgment against him for £2,500.

The insurance company repudiated liability on the ground that the substituted car was not being used instead of the insured car. They contended that the protection afforded in respect of the use of any motor-car other than the insured car was intended to apply to temporary or occasional use only. Mr. Justice Roche decided in favour of Captain Rogerson, but the Court of Appeal reversed this judgment. Without calling on counsel for the insurance company, their Lordships dismissed the appeal. Lord Buckmaster said that it was his opinion that the clause assumed that there was an insured car, the use of which, if an accident arose, would entitle the assured to the benefit of the policy. If instead of the car another was used in its place that would be entitled to the same privilege as the original car, but it was not intended to make it possible to shift the insurance from car to car. Lords Warrington, Russell, and Macmillan concurred.

LOOKING AHEAD.

New Heavy Oil Motor.

BRITISH INVENTION WITH GREAT FUTURE.

"In five years' time I expect to see private cars using heavy oil fuel in place of petrol," said Mr. Adolph Saurer, the well-known Swiss motor-car engineer, at a luncheon given by the Armstrong-Saurer Commercial Vehicles, Ltd., at which it was announced that this associated company of the Armstrong Whitworth group were making commercial motor transport vehicles equipped with heavy oil, using compression-ignition engines which were built at Scotswood, Newcastle-on-Tyne.

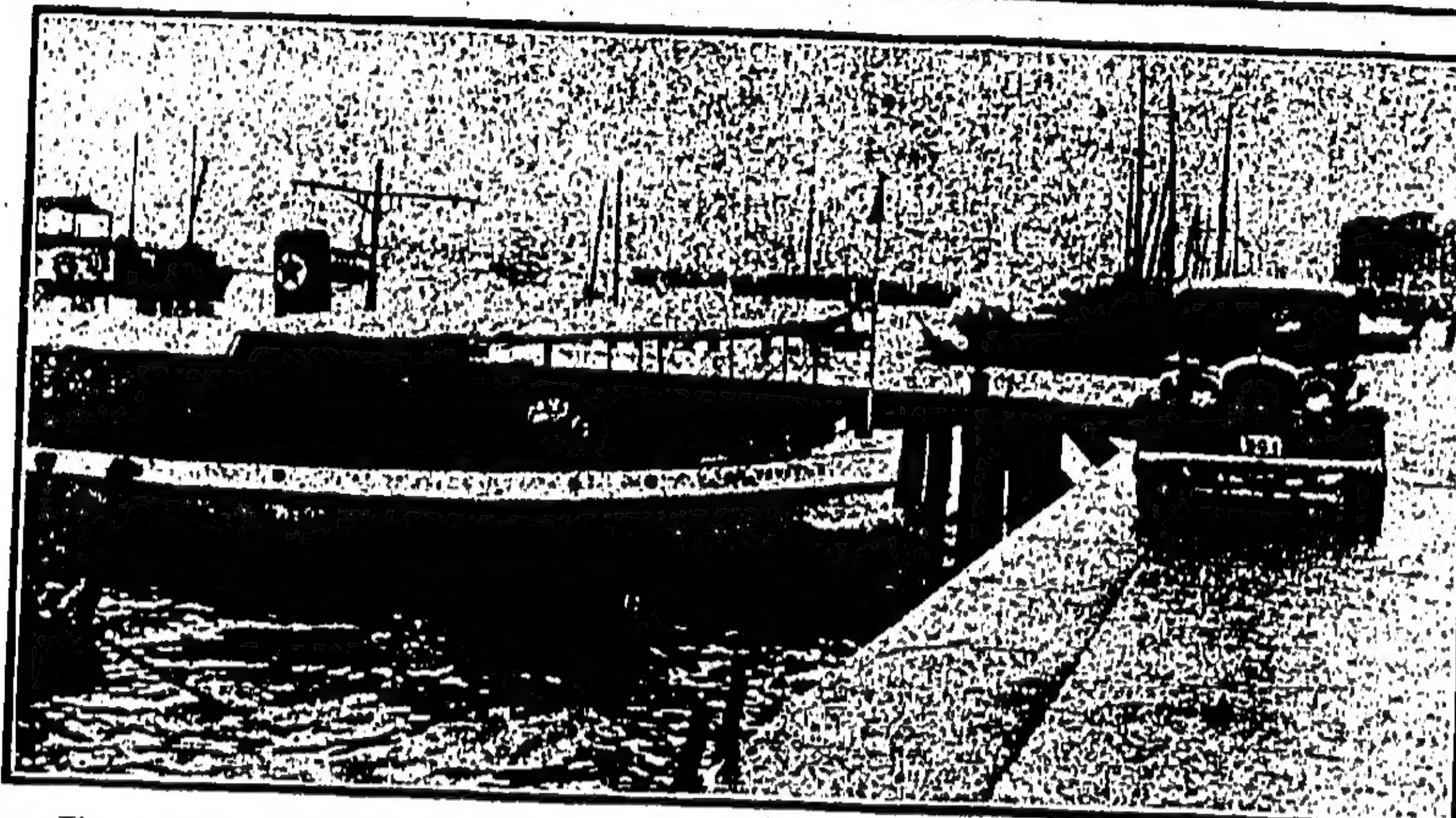
No longer, stated the chairman, Major-General G. P. Dawney, are Armstrong Whitworth makers of armaments. "To-day we are making ploughshares out of swords; and in road-transport vehicles of the character described we see a chance of enormous development, to the benefit of British-built motors, especially in countries such as South Africa." Lieutenant-Colonel P. D. Jones, chairman of the manufacturing company and vice-chairman of the whole of the Armstrong group, said that by the launching of a well-tried heavy oil vehicle such as the Armstrong-Saurer, built at Newcastle-on-Tyne, it was hoped to give work to some thousands of people.

Safety From Fire.

"We are building a six-cylinder heavy oil engine," he added, "ah the power unit of various types of chassis, because of its safety from fire risk and its low-running costs—about two-thirds that of a petrol engine."

Already there are 1,000 vehicles

HERE IS THIS WEEK'S LUCKY MOTORIST.



The owner of the car shown in the above picture, will receive a free supply of lubricating oil on application to the Texas Company (China) Ltd.

MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to the Hongkong Telegraph by R.A.C.]

A Virile Industry.

Quite the most important event in British motoring circles at the time of writing is the Motor Cycle Show which is being held at Olympia. In the ten years ended December, 1930, the total value of the export of British cycles, motor cycles and parts reached nearly £52,000, 000, so that the importance of the industry to the nation is very real. Naturally it has not escaped the effects of the prevailing economic conditions throughout the world, but despite such handicaps, business is being done to-day in nearly 30 Overseas markets.

This year's Show, like its predecessors, is pre-eminently British; in fact, out of a total of 177 stands, only two are foreign. This does not mean, however, that foreign interest is lacking, for actually there are a large number of foreign visitors, including a big party of motor cycle manufacturers.

Studying Economy.

It is not surprising in these days of economy to find a marked increase in the number of lightweight machines. It is said that, out of 700,000 motor cycles registered in Germany last year, 42 per cent were of under 200 c.c. capacity. At the same time, there is now a motor cycle to suit every pocket from 14 guineas up to nearly £200.

The Triumph Co's response to the new taxation regulations at home is a miniature 2-stroke model known as the Gloria. This very useful little machine has an engine of 98 c.c. capacity, a 2-speed gearbox and kick starter and direct electric lighting; the price complete being £16.16.0. only. There are two more 2-strokes of 147 c.c. and 174 c.c. respectively among the firm's 11 models for 1932.

Two Triumph machines, the CA and the CD, have been designed specially to cater for the competition rider; the former has a 343 c.c. and the latter a 493 c.c. engine. In each case a 2-port cylinder head and overhead valves are employed, the engine has polished and ground ports, a compression ratio of 6.8 to 1, high-life cams and specially strong valve springs.

of the Saurer design running in England, and one user of these heavy oil motors has completed nearly 32,000 miles on one vehicle this year without a single day's rest for repairs or overhaul, in transporting fish from Grimsby.

There will be a four-wheel 6-ton chassis, a six-wheeler carrying 12 tons, and a four-wheeler four-ton high speed chassis for coaches and fast freight work.

For the Speed Enthusiast.

An entirely new 600 c.c. machine, capable of approximately 100 m.p.h. and costing only £55.15.0, is the latest surprise from the Ariel factory. This new machine is called the Red Hunter and is designed as a light, fast, competition machine for track or grass racing or reliability trials. The specially tuned vertical 4-valve engine, with a large bore down-draught carburettor and racing magneto has polished ports, flywheels and connecting rods. Incidentally this machine is nearly £30 cheaper than any other 100 m.p.h. model.

Motor cycle enthusiasts who had a soft corner in their hearts for the Ariel Colt—the little 250 c.c. model—will be glad to learn that this type is to be re-introduced and two models have been made last minute additions to the 1932 range, together with a single-port O.H.V. 350 c.c. These machines do not vary much from their predecessors, except as regards price and weight, for they are all cheaper and all come within the 30/- tax at home.

Useful Improvements.

Nowadays electric equipment for motor cycles is extremely good and efficient; ignition trouble is almost unheard of and all the fittings are more compact and neater. The bulb horn, for instance, is being ousted by the electric type, such as the new Lucas Allette. Head lamps, too, are supplied with double filament bulbs, which by the operation of a hand-lever switch, give a deadhead or dipped beam. A small pilot bulb is also fitted for use when riding in towns or when the machine is standing.

Brighter Colouring.

The manner in which Overseas travel enlarges the vision is well borne out by an exhibit among the pedal cycles at Olympia. This is the Blue Streak cycle just marketed by Humber, for its origin is due to the visit of Mr. R. C. Rootes, of the exporting firm, to the Buenos Aires Exhibition last spring. He came to the conclusion that a more colourful product would appeal to the South American market and the Blue Streak is the outcome. It shines resplendent in a double tone of blue, with a silver head and red celluloid-covered handlebars and pump.

Where Optimism Reigns.
Coventry is certainly doing its share manfully towards a general return to trade prosperity and the annual reports of some of the enterprising motor manufacturers there make encouraging reading.

The Standard Motor Co., for example, showed a profit for the year ended August 31st last of £70,298, compared with £40,192 in the previous year, or an increase of 75 per cent. Further, the first

month of the official 1932 programme, September, broke all previous records for any individual month in the firm's history, both for production and sales.

The Riley Co. has paid a dividend of 20 per cent. for the past year and this is all the more commendable as considerable sums have been spent upon plant extension. The factory is now equipped for a greatly increased output and a serious onslaught upon Overseas markets has been initiated.

The firm's export manager, Mr. Stewart Fraser, has gone to South Africa with a representative selection of Riley 9 and 14 h.p. models, and it is understood that the next country on the list for active development is India. Considerable interest has already been shown there in these cars, particularly the latest 9 h.p. Army type tourer.

Another World's Record? A novel world's record is claimed by the Melbourne distributors of Humber & Hillman cars, Overseas Motors Pty. Ltd., who have lately sold a Hillman Wizard to the Australian Estates & Mortgage Co. Ltd. Delivery had to be made to Longreach, in Queensland, practically Central Australia and a distance of 2,000 miles from Melbourne.

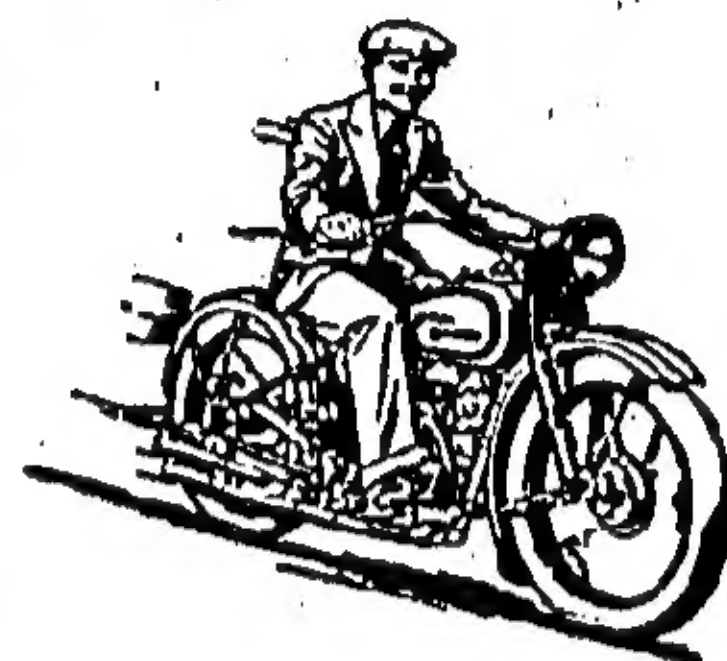
This surely constitutes a world's record for a delivery and it is eloquent testimony to the confidence felt in the car. Anyhow, it will be well "run in by the time it reaches its owner."

Uses for Armoured Cars. The prevalence of crimes of violence on bank messengers is a sign of the times and is certainly not confined to any one country. In South America, the banks are equipping themselves with special armoured cars to transport bullion from point to point and Rootes Argentina, S. A., have just supplied a Commer 40/50 cwt. chassis to Transportes Argentinos, S. A., which is to be used exclusively for this purpose.

The special body is heavily armoured and is fully equipped with the latest hold-up and thief-proof devices, including bullet-proof glass, quick acting shutters for the driver's windows and screen, an armoured protected radiator and rifle ports. The interior is fitted with a heavy steel safe and accommodation for the guards.

British armoured cars have been doing some very strenuous work on the North West Frontier of India in recent years and their history is rather remarkable. Fifteen of these cars date from 1909-1914 and most of them were used before the War in Mesopotamia. During the War, they all saw service in various ways and, in 1920, were sent to India for use as armoured cars on the Frontier for 5 years, where they ran at least 6,000 miles a year. It is estimated that each of these Rollos Royces has covered altogether well over 80,000 miles and it is a magnificent tribute to the famous Derby works that, after such a strenuous life of 15 to 20 years, they should still be in perfect running order.

THE 1932 HARLEYS ARE HERE

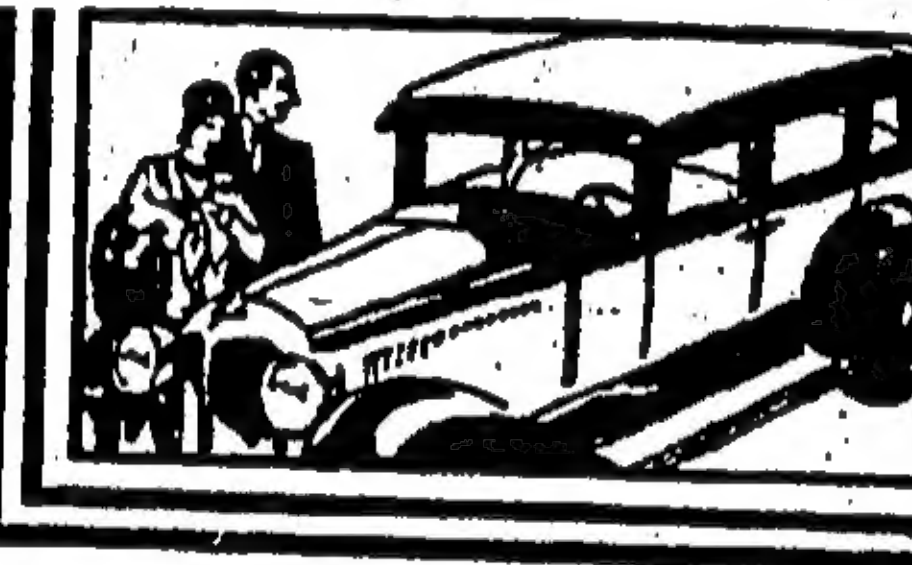


Arrange for a
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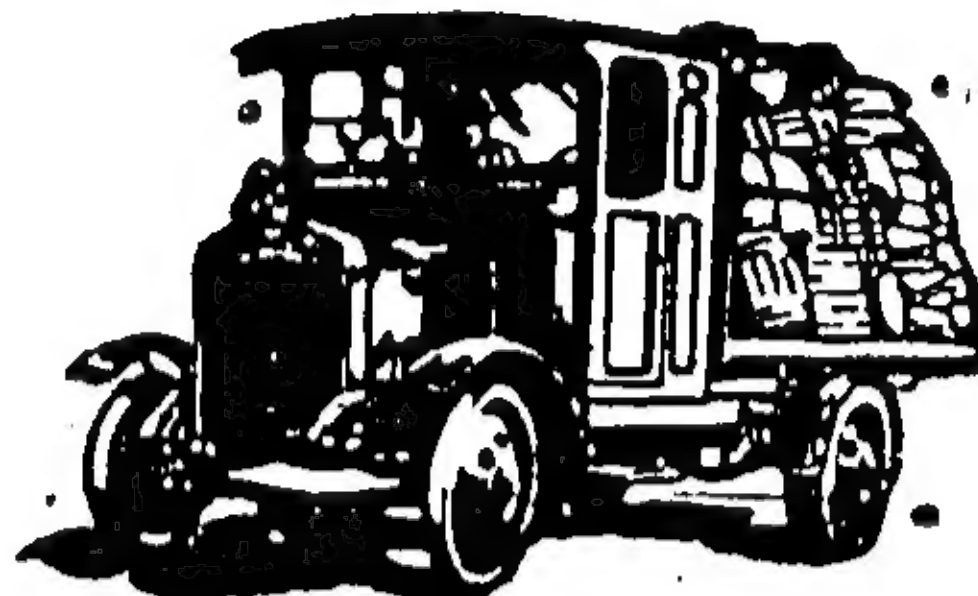
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TRUST A THORNYCROFT WITH YOUR TRANSPORT

BE PROUD OF YOUR CAR!

Only Proper Care will Make It Worthy of Pride.

By Sir Malcolm Campbell
(in The Daily Mail)

THERE are very many car-owners who are entirely lacking in the pride of possession which is the hall-mark of the motorist, the quality which distinguishes him from the mere user of a motor-car.

You can divide the users of motor-cars into two classes. One class, which is composed of those I describe as motorists, takes a keen interest in its cars, which are always to be recognised by their well-groomed outward appearance and their mechanical perfection inwardly.

It is not for this class that I intend this article, though even they, I trust, may be able to extract from it a tip or two on the maintenance of a car in a state of maximum efficiency.

The other class consists of those who regard the motor-car purely as a utility vehicle. They are content if their cars run reasonably well and take them out and home without mechanical breakdown.

A Car is like a Living Thing.

These are the people who take no account of a damaged mud-guard or two, and to whom a rattle of loose parts matters not at all. I do not profess to understand the mentality of those who offend most in this direction.

To me a motor-car is almost a living, sentient thing which should be treated with the care and consideration that one would extend to a valuable horse. For, equally with the horse, the car represents initially a considerable capital outlay and, if it is to render the service that is rightly to be expected, it must be fed, groomed, watered, and looked after generally as every thoroughbred needs and deserves.

Every real motorist takes a pride in his car. It does not matter whether the car cost £3,000 or £150. It is possible, whatever its type or value, to be proud of possessing it, and to manifest that pride in the manner of keeping and maintaining it.

Owner That Gives Me a Creepy Feeling.

A badly kept car is an abomination; a well-kept one a joy to

look upon. And, really, it is as easy to keep the car right if only things are done immediately as need becomes manifest. The little jobs that inevitably fall to be done must not be put off until there is such an accumulation of defects that they have got out of hand and a complete overhaul of the car is necessary.

The little old adage that a stitch in time saves nine applies to nothing with greater force than it does to the motor-car.

Apart from every other consideration, this doing of little jobs of maintenance represents economy, and to carry out consistently the advice to do it now will save a considerable amount of money.

There is a type of car-owner who gives me a creepy feeling whenever I hear him and his fellows discuss motor-cars. They vie with each other in boasting of the extraordinary mileages they have achieved "without ever opening the tool-box, old chap."

There's No Such Thing!

This one has done 15,000 miles without putting a spanner on a nut. The next one goes a bit better and has done 20,000 miles without decarbonising his engine—and it is running just as well as ever it did! Yet another has not found it necessary to change the oil in the pump for something prodigious in the way of mileage—yet the car runs better than when it was new!

The answer is something like that of the farmer who, seeing a giraffe for the first time, said: "There ain't no such animal." Cars don't run better—nor as well—under such treatment. They very definitely run a lot worse.

If you own a big car, with a lot of reserve power, you may think it runs as well as it did, but have you troubled to check petrol mileage? If you did, you would find that it is running a lot worse than it should. Moreover, it is rapidly qualifying for a long visit to its maker's works, with its inevitable accompaniment of a big bill for the consequent overhaul.

An Object of Contempt

Should the car be of a smaller, less powerful type, the results of neglect and misuse will be more apparent—a marked falling off in performance, with much consequent vexation of spirit.

What, to anyone with a "car sense," can be worse than to be easily passed by a car of similar make and nominal power, and to feel that the other fellow has contempt in his heart for the idle, careless owner who just lets things go until the results cannot be any longer ignored? I should simply hate myself—if I could imagine myself letting a car fall off through neglect.

It is a matter of elementary motoring knowledge that engines require periodical decarbonisation, but the question of how often is a matter almost of idiosyncrasy. Two motors of identical make and type will behave quite differently.

One may require attention every 2,000 or 3,000 miles, while the other may not show signs of requiring "decoking" in five thousand. There is no other golden rule in this connexion than to watch for symptoms of "pinkish"

or falling off in performance. The moment these are manifested, have the job put in hand without delay.

Cars with comparatively low compression engines are not as prone to rapid carbonisation as the high-compression type popular to the sports car. Or, to speak more correctly, the formation of carbon deposit on the pistons and in the combustion chambers of the first type of motor does not make itself known as soon as in the high-compression engine.

A Job that Pays for Doing.

The explanation is simple. In the low-compression engine there is more room for the carbon deposit to build up before increasing the compression to the point at which the fuel mixture is compressed to detonation point, with consequent "pinkish" and lowered performance.

It is obvious, therefore, that if you own a sports model car you will have to undertake decarbonisation more often than if you own a car of the "family" type. The point is, whatever the car, decarbonising is a job that pays for doing before it is demonstrably necessary.

Without laying down any rule, I should say that the average engine of the sports type should undergo the operation every two thousand miles, and the other certainly every five thousand at least—preferably every four thousand.

I lay this down as a rough guide, because, apart from getting rid of the carbon deposit, the valves and their seating will require attention and regrounding.

Neglect will mean that the valve faces and seatings will probably become badly burnt and pitted, and what should be an easy job in the home garage will become one for the workshop, with consequent expense. Tappet clearances will need checking and adjustment, which can be done while the cylinder head is off for decarbonising.

Another point that should be checked while this is being done is the condition of the valve guides, in the case of engines with side valves. Very often a bad falling off in performance can be traced to worn valve-guides, through which an excessive amount of air finds ingress to the motor, upsetting the carburation and thus causing a marked loss of power.

In the case of the modern engine, with its detachable cylinder head, these jobs are by no means lengthy operations. Far different was it when we had to remove a solid cylinder block and, when decarbonising was finished, get it back into position after getting all the pistons neatly each into its own cylinder.

Yet there was one compensation for the extra work this entailed. We did sometimes get a sight of the rings and to check any slight wear on gudgeon-pin and big-end bearings. However, thanks to better lubrication systems and better lubricants, such complete inspection is seldom necessary more than once in a season in the case of the modern car.

Whenever the motor is opened up for these little jobs, the sum should be drained and new oil substituted for the old. In this connexion I cannot stress too strongly the advice to use nothing but the oil recommended by the makers of the car, or, if this not obtainable on the spot, none but a first-class brand of known excellence.

An Expensive Economy.

There is no worse economy in motoring than cheap and inferior

oil, as many motorists know to their cost. I do not want it thought that I am advising the motorist only to change his oil when the periodical "decoking" takes place. I am very strongly of opinion that oil should be changed every two thousand miles.

Many people may regard this as a counsel of extravagance, but in the end it is the truest economy.

Engines vary very greatly in oil consumption. Some are content with a consumption of a gallon every two thousand miles or so. Others positively drink oil, and I have owned quite small cars which used consistently a gallon of oil every five hundred miles.

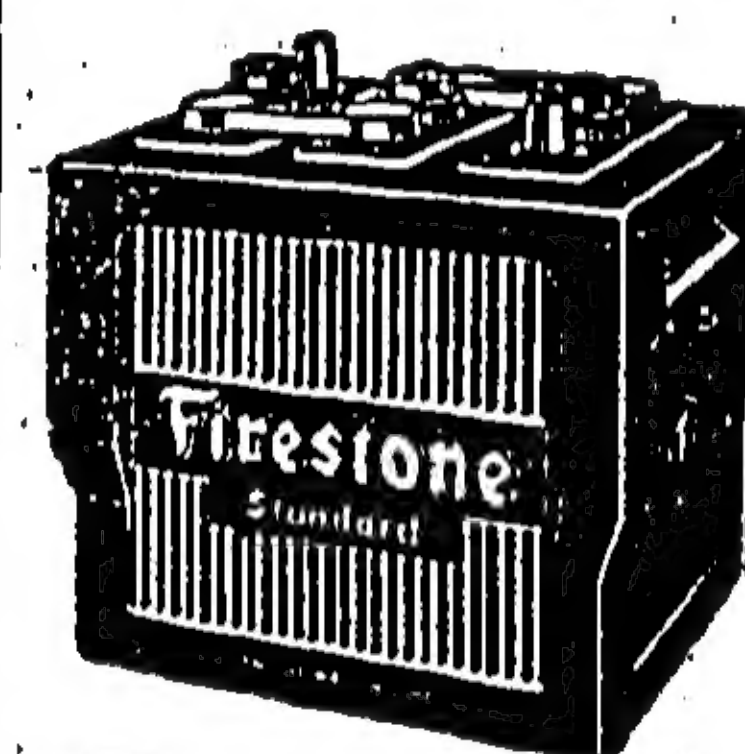
It may seem paradoxical, but I regard these ultra-economical cars as being a distinct danger to themselves, especially when they are in the hands of owners inclined to be careless.

What too often happens is that small quantities of oil are added from time to time, but in the bulk it is the same old oil which is being asked to do the job of lubricating the whole engine.

(To be Continued.)

Battery Neglect Costs YOU Money

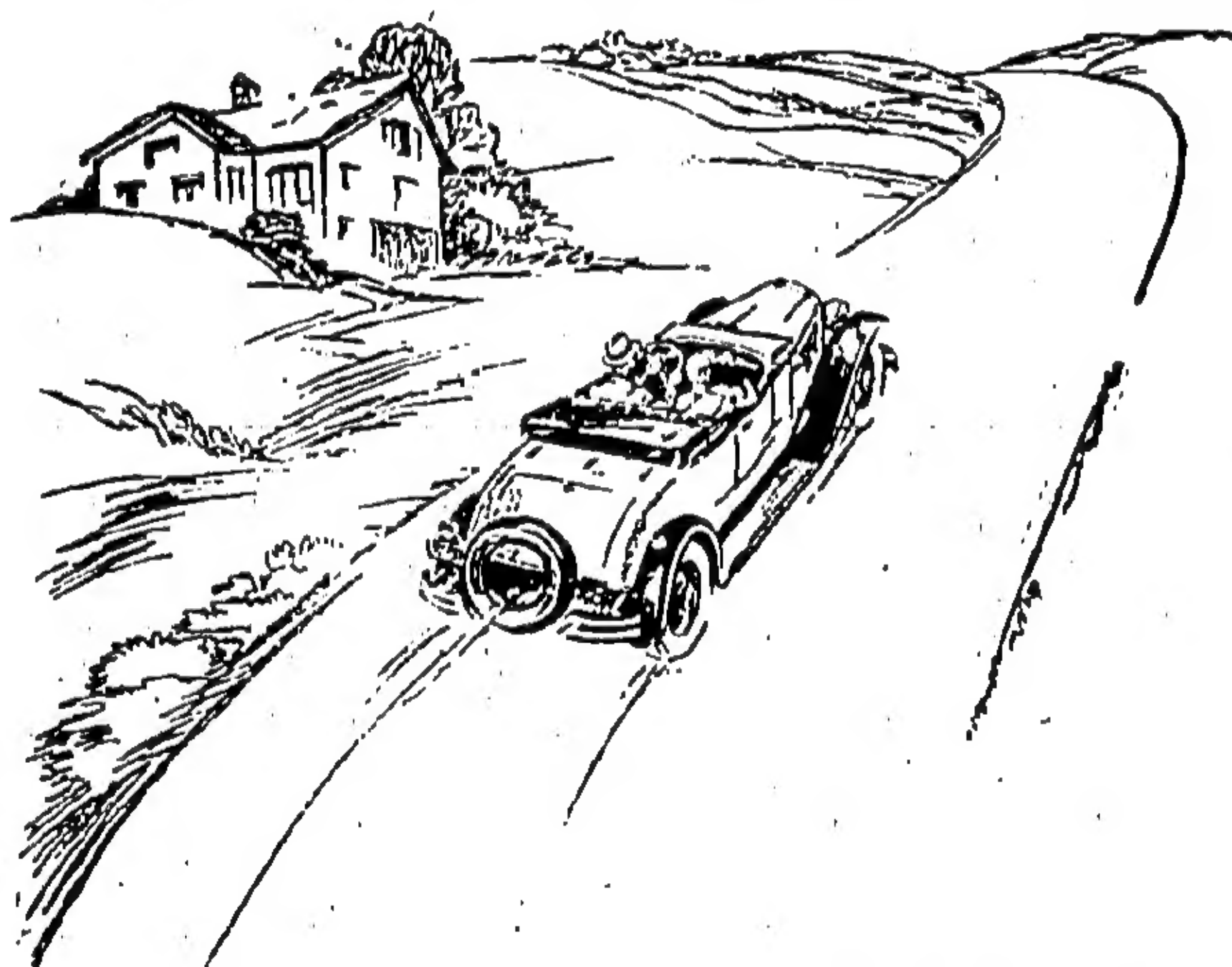
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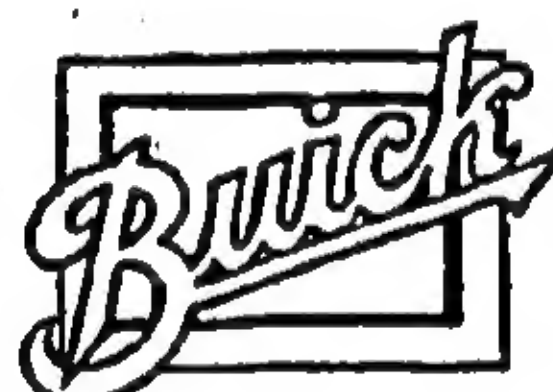
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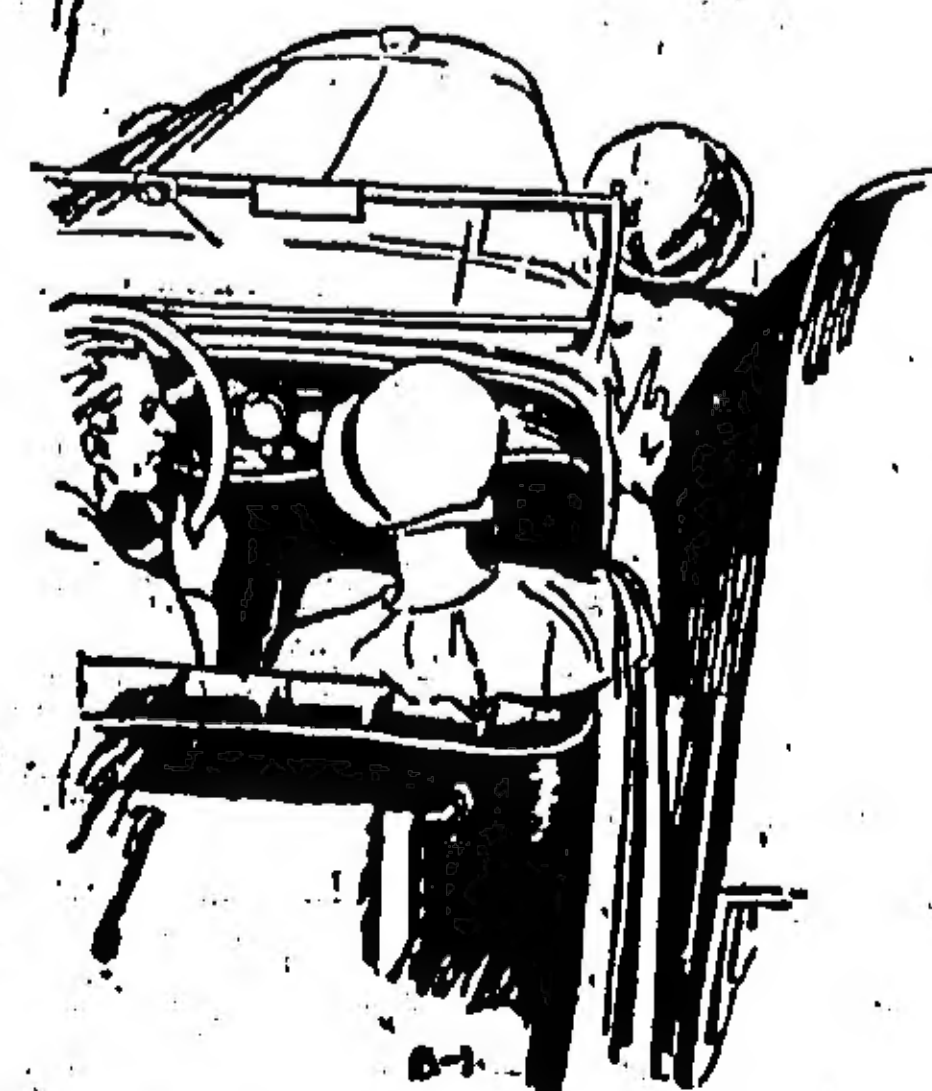
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THE MOTOR VEHICLE AN ESSENTIAL UTILITY.

The Motor Vehicle an Essential Utility—
Not a Luxury.

(From an address by George E. Quisenberry,
Editor, "The American Automobile.")

For many years the automobile industry has been combating the idea that its product is a luxury and should be taxed and regulated as such. Because the first automobiles were high in price they appeared on the road as the toys of the rich. As they went on mass production brought about price reduction and the automobile came into general use, not only as a means of private personal transportation, but as a freight carrier.

Many countries still have their local duties and their local taxation of motor vehicles on the idea that they are a luxury, completely ignoring the fact that modern nations can compete with other nations in economic progress without motor transportation and good roads.

Today 90% of all automobile travel is commercial and essential. Not more than 10% is luxury. Here is a truth which needs to be brought home to public officials, bankers, and the general public.

Perhaps the use of the word "joy-ride" has helped to continue the idea that the automobile is a luxury. It is pretty hard to define just what is a joy-ride. When you drive out with your family for a picnic on Sunday, that may be a luxury, but maybe it is not. If you drive for pleasure or for social purposes that's a luxury. In other words only three uses of automobiles can be classed as luxuries—joy-rides, picnics and pleasure—social driving.

Let's look at the other side of the picture. Necessary and commercial uses of automobiles include:

All truck traffic.
All bus traffic.
All taxicab and hire car traffic, because taxicabs earn a livelihood for owners and drivers.

All business cars.
Cars used for private transportation, other than for joy-riding.
Cars owned by farmers.
Cars owned by professional people, doctors, etc.

Cars owned by public utility companies—light, power, telephone, etc.

Official and governmental automobiles, both cars and trucks.

Cars used in carrying mails and express, to rural and outlying regions.

Special purpose automobiles, fire-fighting, ambulances, etc.

Now check through all of these and you will find that ninety per cent, and probably more, of all automobile mileage is essential. Certainly very little of it is luxury.

And this applies to all countries and territories, not alone to the United States. Business depression, or any other thing, will not rule out this kind of traffic. It must be continued and we have barely started the development.

It is only in the past few years that the world has started to fill its real transportation needs. The total of which none of us can even estimate, because transportation makes transportation needs grow.

And please remember that very splendid statement of one of our automobile leaders: The saturation point will never be reached until every person capable of driving an automobile owns an automobile that will never wear out.

STREAMLINING.

Recent Experiments
Show Great Savings.

STANDARD CHASSIS UTILIZED.

So much has been written during the past 12 months about the efficient streamlining made possible by moving the engine from the front to the rear end of the chassis that anyone might be forgiven for supposing that little can be done to reduce the wind resistance of an orthodox car. Recent experiments have, however, shown that simply by radical alterations to the shape of the bonnet and coachwork the power required to drive a large five-seater saloon at 60 m.p.h. can be just about halved. In further full-scale tests on the road it was also discovered that in comparison with an orthodox saloon body on the same chassis the streamlined model would accelerate more rapidly, would coast a considerably greater distance from any set speed, and would cover a test course at an average speed of 32 m.p.h. on 40 per cent. less fuel. The figures for petrol consumption were actually 13.8 m.p.g. on the normal saloon and 22.5 m.p.g. on the special job.

Designer Connected with Zeppelin Construction.

The unusual form of the experimental car is the work of Paul Jaray, a German scientist and engineer who was at one time closely connected with the development of Zeppelin airships. After many wind tunnel experiments a shape was evolved which could be applied to an orthodox chassis by panelling secured to a wooden framework and which provides adequate width, headroom and window space for five passengers.

It is said that this special body shell deflects the air smoothly with very few eddies. The aim is to guide the air flow smoothly, making due allowance for the fact that a car, unlike a projectile or aircraft, has always to move in the close proximity to the plane of the road. The tail prevents the creation of a suction area such as is formed behind a saloon of orthodox shape.

Ventilation Improved and Noise Reduced.

Some interesting claims are made as the result of trying this car on the road quite apart from the obvious saving in power and fuel. One of the most important is that ventilation is greatly improved, first because there is no offensive back draught to carry exhaust fumes owing to the rear-end suction, and secondly because the flow of air over the body is such that fresh supplies can be admitted through small regulated openings at the front.

NOTES AND NEWS.

New Models on Trial.

HILLMAN EIGHT.

(By John Frieleau.)

It was with special interest that I took the new Hillman "Vortice" 20-h.p. saloon over one of my test runs. In the first place, it is the cheapest eight-cylinder car of any nationality sold on the British market; and in the second, it is one of three examples only of this design made in this country, the other two, the Lanchester and the Sunbeam, being of luxury order and considerably more powerful. The Hillman is a really moderate-priced car.

A Successful Experiment.

The main details of the engine and chassis have not been altered from last year's design except in one particular. The bore and stroke are 63 by 105, the valves overhead, operated by pushrod and rocker, the ignition by coil, and the cooling by impeller, with thermostatically-controlled radiator shutters. The four-speed gear-box has a constant-mesh third and is now centrally controlled. The main alteration is the anchorage of the steering box to the frame, instead of to the engine. This would not seem to be of any importance, but I am told that the change has eliminated practically all engine-noises, such as piston slap and valve-tap, which, with the steering in the old position, were telephoned up the steering-column. The operation of the engine now appears to be as nearly noiseless as it is possible to make it. An interesting discovery on the part of the makers.

In other respects the car is greatly improved for this year. The engine runs without any vibration-period that I could discover up to about 60 miles an hour, the limit reached on the trial, and with a surprising absence of working noises at the higher speeds.

The power is very smoothly and sweetly developed and the car is delightfully easy and light to drive. The acceleration is deceptively swift on either top or third gear, while the flexibility and pick-up from low speeds prove definitely that a well-designed eight does score over a six of the same calibre in these respects. When it is remembered how specially well an eight must be made to give a better performance than a six, with its additional moving parts to handicap it, and the price, £285 for the chassis and £375 for the complete car, is taken into consideration, it is difficult to restrain one's enthusiasm for this most attractive British product.

Brakes and Steering.

The four-wheel brakes are of the Devisand servo-type and a good example of the system, light in operation and devoid of the preliminary "flat spot," followed by too-violent results, which are sometimes found on assisted braking. I was able to bring the car to a standstill from 15 miles an hour on a slope of nearly 20 per cent. in a very short distance and with no effort to speak of. The hand-brake is only moderately good, a common fault nowadays. The steering, of the Marles type, is just about right, light, steady, and confidence-giving at all speeds. The suspension, too, is excellent, the front springs having friction-type shock-absorbers and the rear hydraulic—a successful combination. They are anchored in silent-bloc shackles.

The flexibility of the engine was well displayed over a short hill which had a maximum gradient of one in seven. Starting a few yards from the bottom at 20 miles an hour on top gear, the car accelerated very quickly to 35, dropped again to 20 on the worst of the gradient, and then got away again with very satisfying promptitude. For a not very powerful engine, carrying a load of 32 cwt. with two passengers, this was a praiseworthy performance. Indeed, it is one of the main attractions of this car that while it does its work always rather better than you expect it to do, it also does it unobtrusively.

Cruising at 50 M.P.H.

This applies in an equal degree to its showing on the open road. The maximum speed, checked at Brooklands, is over 65 miles an hour. I had no opportunity to achieve this figure on the road, but in which 60 was reached, and the fact that the cruising speed is a very easy 50, at little more than half-throttle, were eloquent of good engine-balance and scientific gas-distribution. The equalised and sufficient feeding of eight cylinders from one carburettor is no matter for haphazard manifold design. Another point that pleased me was the absence of anything approaching a flat spot in the power curve. The engine pulls progressively up to the top of its power.

The coachbuilt saloon is a well-finished piece of work, properly upholstered and trimmed with leather, fitted with doors that open and shut lightly and do not rattle. There are six windows, the rear two being hinged, to secure ventilation without draught. Triplex glass is fitted throughout. There is ample elbow and leg room, and the car as a whole is very comfortable.

The Hillman is a steady if not a specially brilliant hill-climber. The silent third carried us up about half Publiccombe Hill, which has a gradient of less than one in six at the top, and speed did not drop below fifteen miles an hour on a second after the change-down and increased perceptibly over the worst of the slope. The surface was wet and the day still. Taking it all round I found this much-improved "Vortice" one of the best examples of big value for money I have yet encountered.

A MOTOR-CAR ON RAILS.

A Frenchman's Novel Invention.

It is hardly necessary to go back very far into the years of last century to find the earliest attempts at running railway trains, looked upon, at the time, as death-dealing devices, the use of which was anything but advisable. Yet it takes a considerable effort of imagination to realise the deep changes this method of locomotion has brought about in the habits of mankind during the last 80 years.

It seems impossible, indeed, to measure the co-efficient of activity imparted thereby to trade throughout the world and to gauge the extent of its contribution to the general welfare of mankind.

Since the War, however, a very definite movement has progressively set in and the railway, by reason of the disadvantages attaching to it, has found in the motor-car a serious competitor.

The setting in motion and the hauling of a train at great speed by a locomotive is based upon the adherence of the wheels to the rails, and in consequence of the rigidity of those two organs, the perfect contact that is needed can only be obtained by increasing the weight of the engine relatively to the size of the trains to be hauled hence the constant striving after greater weight in proportion to the progressive heaviness or number of the carriages and to the increase in speed.

Pneumatic Tyres.

Consequently, for many years past, efforts have been made to discover a means of locomotion unattended by the aforesaid disadvantages. After two years of experimental work the problem is claimed to have been solved by a French Industrialist, M. Marcel Michelin, who, by dint of hard work, has now been able to submit to railway technicians a train on pneumatic tyres, known as the "Micheline."

A "Micheline" is an auto-car with tyres fitted into the rails, to which, as a primary advantage,

they adhere much more closely than the metal flanges of a railway engine. Indeed, assuming a co-efficient of 0.2 to represent the adherence of steel to steel, the adherence of rubber to steel is three times as great, being as high as 0.6, thus avoiding the necessity of using vehicles of great weight.

It thus becomes possible to effect a considerable reduction in the dead-weight per passenger, which is brought down to 175 kilograms instead of 1,100 kilograms. Furthermore, every precaution has been taken to avoid any accident resulting from the bursting of the tyres; every wheel is provided with a special device preventing it, in the case of a burst, from sinking more than one centimetre.

The experiment has been tried at a speed of 90 kilometres per hour, without any damage to the "Micheline," which ran on smoothly to the next station.

Absence of Noise.

The "Micheline," already fitted for a regular service, easily maintains a speed of 90 kilometres per hour, at a general average of 80 kilometres. And, whereas a train takes 1,500 metres to attain a speed of 80 kilometres an hour and one kilometre to pull to a stop when running at that speed, the "Micheline" requires but 600 metres at the start and a bare 100 metres to pull up.

This is an additional and very appreciable advantage, for it means that under normal conditions motor-vehicles on rails are able to travel "at sight," like motor-cars on roads, slowing up at level crossings, and dispensing with the complicated system of signals needed for present-day trains.

It is stated that the perfecting of this invention constitutes an improvement such as the railways have not witnessed since the discovery of the locomotive, and marks a distinct phase in the history of the railway.

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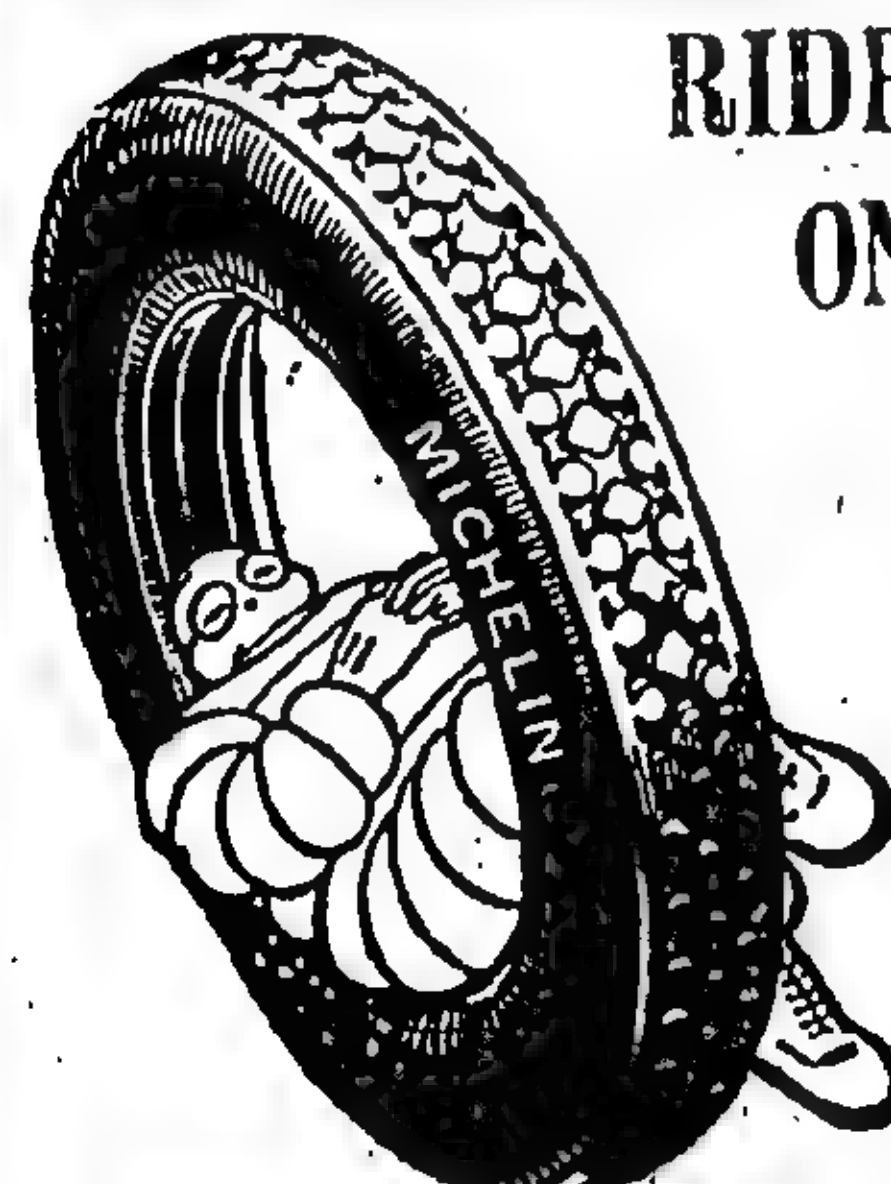


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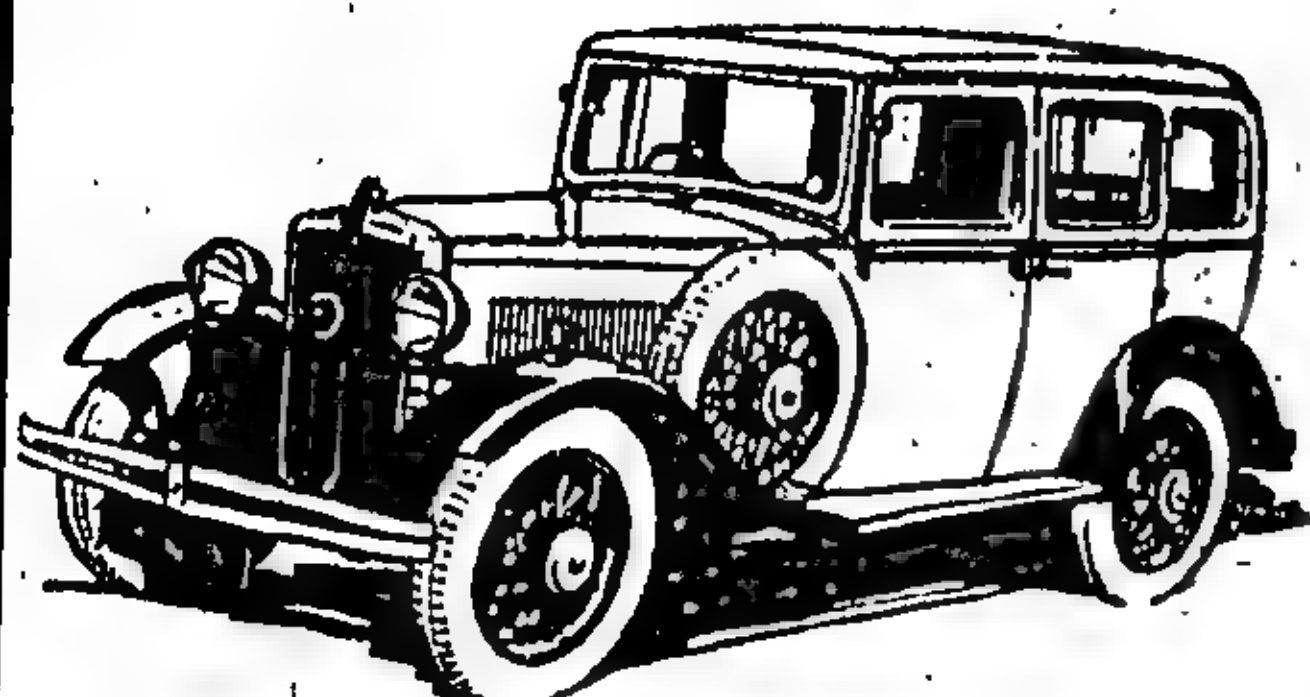
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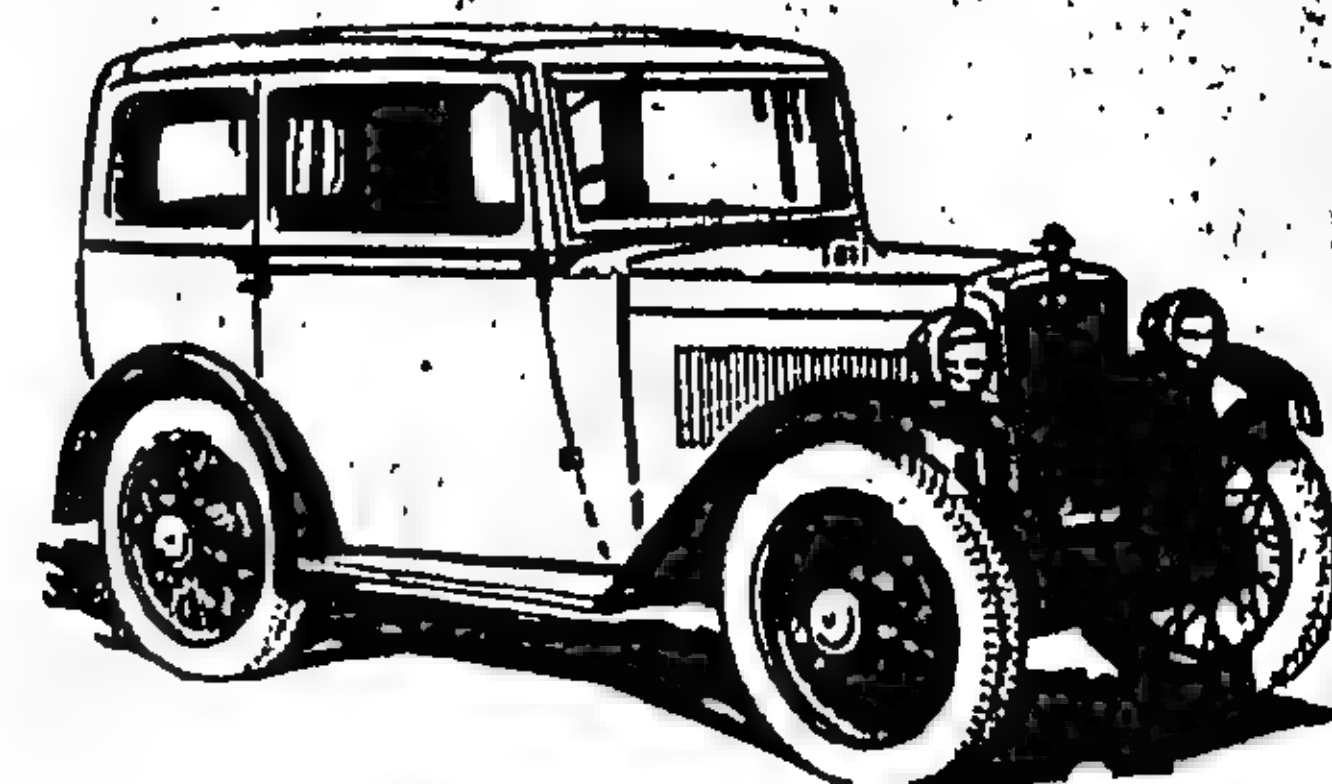
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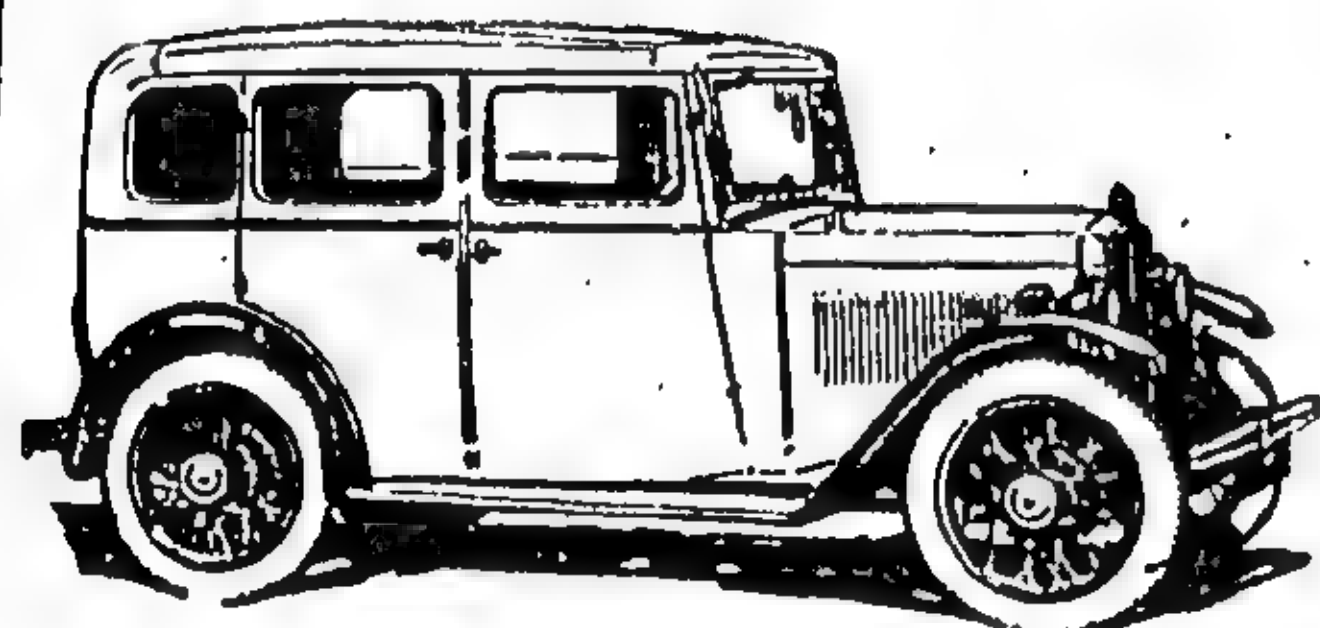
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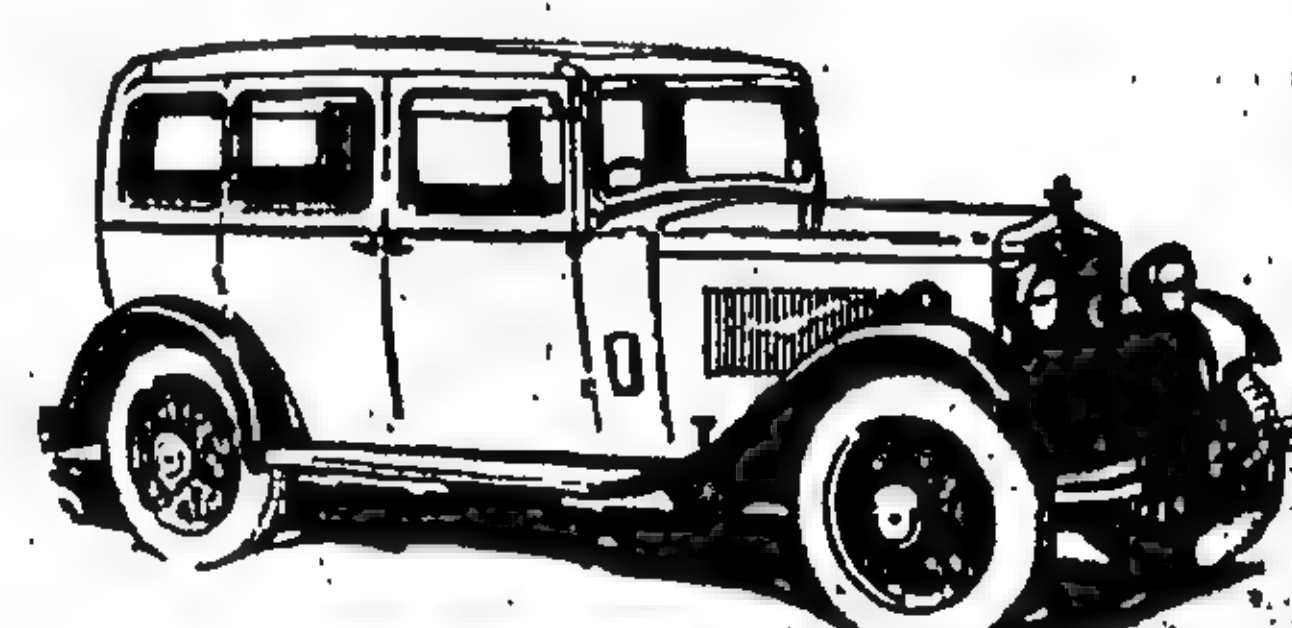
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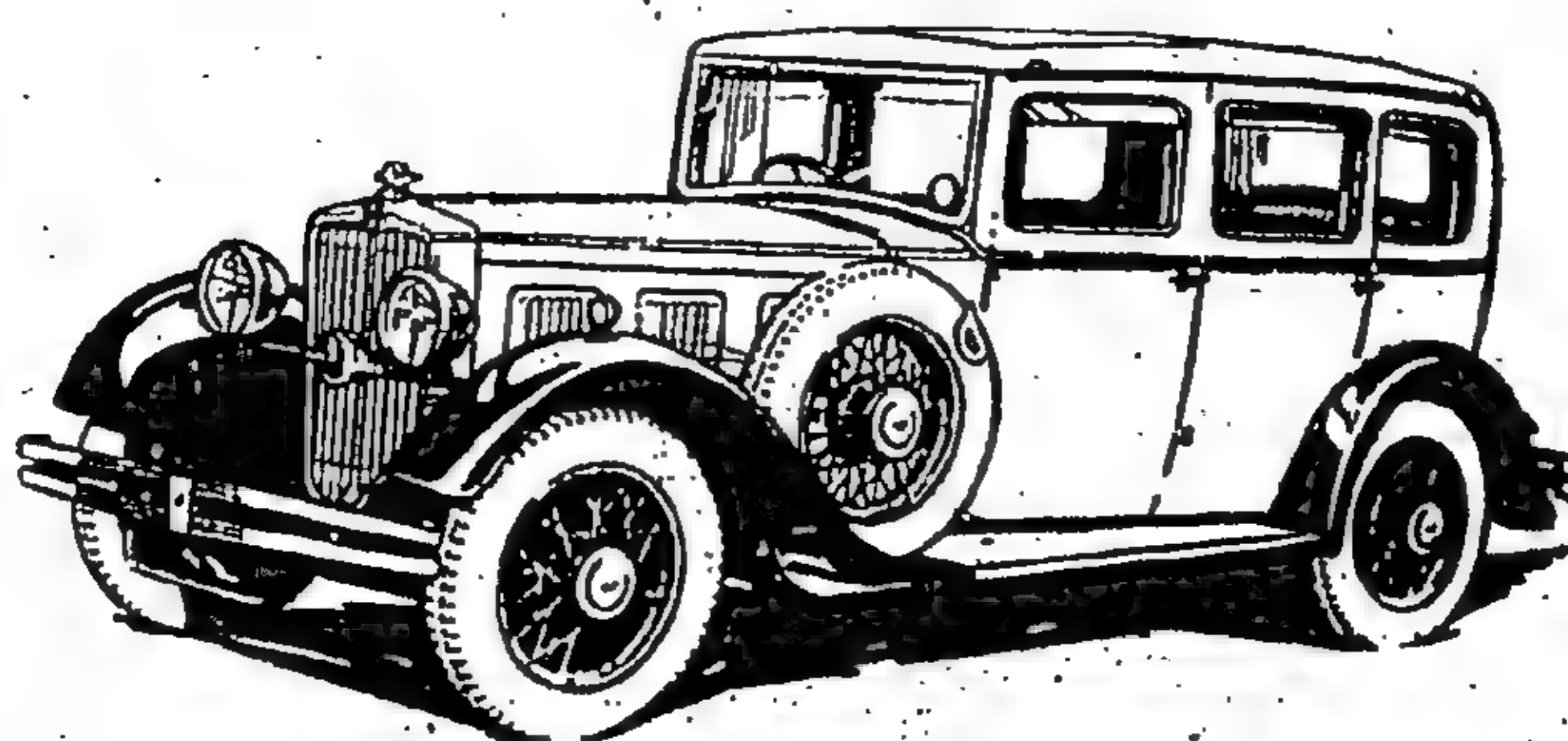
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KIDDIES' DAY
AT KOWLOON.LADY PEEL PRESENTS
SPORTS PRIZES.

HAPPY FUNCTION.

The annual children's treat, by way of sports and tea, organised by the Kowloon Cricket Club, which was held as usual on New Year's Day, proved a great success and enabled a large number of children to thoroughly enjoy themselves. Excellent arrangements were made, there being quite an imposing array of officials and helpers, with Mr. J. P. Robinson as Honorary Secretary, and Mr. E. F. Fincher as Special Secretary.

Among those present was Lady Peel, who distributed the prizes at the conclusion of the sports. During the afternoon enjoyable selections were rendered by the band of H.M.S. Kent.

In asking Lady Peel to distribute the prizes, Mr. R. E. Lindsell, President of the Club, said that on behalf of the Club he thanked those present for their attendance and expressed the hope that they had enjoyed themselves. He continued that he wanted again to emphasise that the sports meeting was open to every child that could toddle under the age of 14 in the Colony, whatever nationality. He added it might be that, as Kowloon grew and grew, they would have to restrict the numbers of guests, but at present it was their proud boast that the more children who attended, the happier the organisers were (Applause).

Subscribers Thanked.

Mr. Lindsell went on to thank the subscribers to the Sports Fund, saying he would, in particular, thank the givers of several very fine donations. Without such generous help they could hardly have carried on. Though the Sports Fund was well up to the average this year, despite hard times, he was afraid the winners would have to forgive the organisers if some of the presents were not up to the usual standard, but it was difficult to compete with an 11d. dollar.

The speaker also expressed thanks to the helpers, both internal and external, making particular mention of their friends from the Dock, remarking that without their indefatigable labours the meeting could not have been carried through. Finally, he congratulated the prize-winners, saying he hoped that those who had not won a prize would come along next year if they were young enough. (Applause). Concluding, Mr. Lindsell said how greatly honoured they were by the presence of Lady Peel who had, for the second time, attended to distribute the prizes. (Applause).

Lady Peel then handed out the prizes, after which she was presented with a bouquet of flowers by Miss Beryl Goldenberg. These present gave three hearty cheers for Lady Peel.

The prize-winners were as follows:

Girls' Events.

Skipping race (handicap), 10-14.—1, Gladys Silva. 2, Etta Nichol. 3, Annie Remedios.

Flat race (handicap) 6-9.—1, Dorothy McCaw. 2, Stella Wicker. 3, Jean Robinson.

Skipping race (handicap) under 10.—1, Doreen Williams. 2, Lilian Chow. 3, Allison Fisher.

Flat race (handicap) under 6.—1, Vivian Jex. 2, Jean Hale. 3, Jill Stokes.

Potato race, 10-14.—1, Nancy Barker. 2, Muriel McCaw. 3, Peggy Gabriel.

Skipping competition, 10-14.—1, Peggy Stringer. 2, Mary Lay. 3, Etta Nichol.

Flat race (handicap) 14 and under.—1, Freda Gabriel. 2, Pauline Baxter. 3, Gwyneth Jones.

Musical Chairs, 8-14.—1, Doreen Harold. 2, Winifred Raven. 3, Betty Scriven.

Egg and spoon race (scratch), 14 and under.—1, Frances Rull. 2, Gladys Silva. 3, Jean Fraser.

Flat race (handicap) 6-14.—1, Virginia Beaumont. 2, Georgina Loft. 3, Florence Fowler.

Flat race (handicap) 4 and under.—1, Yvonne Blackmore. 2, Lilian Knut. 3, June Martin.

Relay race (scratch), teams of four, 9-14.—Winning team, Celine Remedios, Pauline Baxter, Violet Bradbury, Mary Lay.

Consolation race (handicap) for non-prize-winners only, up to 14.—1, Mary Smith. 2, Doris Frith. 3, Mary Noronha.

Boys' Events.

Potato race (scratch), 10-14.—1, Sonny Gardner. 2, Edward Frith. 3, Mario Gill.

Foot race (scratch) under 12.—1, Robert Marques. 2, George Abing. 3, Tony Bela.

DEATH OF FAMOUS
JOURNALIST.MANCHESTER GUARDIAN'S
GRAND OLD MAN.

MR. C. P. SCOTT PASSES.

London, Jan. 1. The death, has occurred of Mr. C. P. Scott, the Governing Director of the *Manchester Guardian* and one of Britain's most famous journalists.

Mr. Charles Prestwich Scott was 85 years of age. The youngest son of Mr. Russell Scott he was born at Bath, of stock that had come from the South of England for two hundred years.

Educated at Corpus Christi College, Oxford, he graduated in 1869 with first class honours. His long journalistic career was begun on the *Southampton* under Mr. Russell and in 1871 he went to the *Manchester Guardian*, which was owned by Mr. J. E. Taylor, his brother-in-law. In 1872 he became editor and after the death of Mr. Taylor in 1895 the principal proprietor, in 1896 he was returned to Parliament for the Leigh Division as a Liberal and represented that constituency till 1906.

A Leading Paper.

Mr. Scott made the *Guardian* one of the leading newspapers of the world. He was a friend of Mr. Gladstone, and political leaders often sought his counsel. Always in advance of the time, he had in many cases the satisfaction of seeing the realisation of the aims for which he had worked. When he became editor, he gathered round him the first of a series of groups of brilliant young Oxford men who contributed the leaders and special articles. He was an early Home Ruler and a believer in votes for women, and opposed the Boer War at the peril of the paper's existence. When President Wilson visited England, he went to Manchester to see Mr. Scott and declared afterwards that he had met in England was reaching the "allotted span" he was still inspiring and participating in the work of his paper. Every member of his staff was personally appointed by him. With strength of character he combined a charming old-world courtesy.

Striking Tributes.

The centenary of the foundation of the paper was celebrated in 1921 by a dinner to Mr. Scott attended by eminent men of all parties. His 80th birthday in 1926 was the occasion of a still more striking tribute. A bust of him by Epstein—this very modern sculptor was his own choice—was presented to the City of Manchester as a memorial of him. It had been subscribed for by notable men of all countries, and parties and the presentation was made by a political opponent. Lord Dufferin, at a dinner given him by his staff the view was expressed that every representative of the paper faced the world as "himself plus Scott."

Mr. Scott consistently refused all honours and never wrote a book even of reminiscences. Very active physically, he rowed in his youth, and at 80 was still riding a bicycle, although he had given up his old practice of riding nightly to and from the office—five miles each way.

Eric Bevan, Charles Lott, Desmond Royle, James Chan, Dick Alves, Sonny Gardner and Stanley Lee. Flat race (handicap) 4-7.—1, Duncan MacTavish. 2, Telford Ferguson. 3, John Charlton.

Three-legged race (handicap) 10-14.—1, Stanley Lee and Ernest Fowler. 2, Desmond Royle and James Winard. 3, Robert Nichol and James Thomson.

Flat race (handicap) 8-10.—1, Robert Marques. 2, Bobby Pinguet. 3, Jaman Kitchell.

Flat race (handicap) 4 and under.—1, Keith Martin. 2, Jimmy Tinson. 3, Hedley Hamby.

Wheelbarrow race (scratch) 9-14.—1, Ronald Egan and Edward Frith. 2, Ernest Fowler and Stanley Lee. 3, Desmond Royle and Victor Bond.

Consolation race (handicap) for non-prize-winners only, up to 14.—1, Arthur Cruz. 2, James Chan. 3, Ferdie Lapsley.

Band Race.—1, Mr. Raby. 2, Mr. Humble. 3, Mr. Ashton.

PREMIER'S NEW YEAR MESSAGE.

WINNING THROUGH TO BETTER TIMES.

London, Jan. 1. The Prime Minister, in a New Year Greeting to the Nation, refers to the past year as one of crisis and to the hard struggle which has borne heavily on all sections of the community to prevent the crisis from developing into a catastrophe.

The message adds: "One bright feature, however, has distinguished the old year—the determined and

gallant way in which the great mass of the people have recognised the difficulties that confront the country and have braced themselves to face them.

"The task to which all of us have to bend ourselves is to keep that spirit alive till we win through to better times. The Government faces the New Year determined to act in a manner worthy of the confidence so freely given to it."

—*British Wireless.*



The Bishop of Victoria, whose resignation has been announced.

WORLD
STABILITY.THE REPARATIONS
CONFERENCE.PROSPERITY IN
BALANCE.

London, Jan. 1. It is learned from Rome that the Italian Government has agreed to the British proposal for a reparations conference to be held at Lausanne on January 18.

It is understood that the British Government has now received favourable replies from all the countries to which communications were sent suggesting the holding of the conference.

It is still uncertain whether the date will be January 18 or a day or two later, if desired by the French.

It is learned that formal notification of the proposed conference will now be addressed to the United States.

World Prosperity.

As to the prospects, the opinion generally expressed in London is that the unanimity upon the essential facts which the experts reached at Basle in their report upon the financial condition of Germany should provide a firm basis for co-operative action when the delegates assemble.

The report, it is felt, has done much to convince the nations that the problem is not merely one of Germany's finances, but that it has a vital bearing upon the prosperity of almost every country in the world.

British Desire.

There is little doubt that British public opinion would certainly welcome a complete and drastic clearing up of the situation by a wholesale cancellation of debts, but it is recognised that without the active consent of the United States, which is barred by the recent decisions of Congress, this must remain outside the range of practical politics.

Although the time may, therefore, not be ripe for a complete liquidation of inter-governmental liabilities it is held that the forthcoming conference will yet have within its power the restoration of a measure of confidence which is so badly needed and may well achieve something more than a mere interim solution.

Two Conditions.

The *Times* says: "What is needed is a settlement which, if it cannot be regarded as final, will at least bring the European Powers a long step nearer to stability. Such a settlement implies at least two conditions—An adequate moratorium and a scaling down of Germany's further liabilities to a figure which will leave no doubt as to her capacity to pay without creating too much disturbance to her exchanges."

Without these essential safeguards it will scarcely be possible to envisage any return of confidence to Germany either now or in the future.

Once that is accomplished, the whole problem of reparations may come to be viewed in a different perspective on the other side of the Atlantic. It must in time become clear to

FUN & LAUGHTER
AT K.F.C.NEW YEAR CHARITY GALA
BIG SUCCESS.

CHARITY EFFORT.

Just as Christmas is not complete without plum pudding, so may it be said that New Year's Day in Hongkong has not been fully celebrated without the annual Charity Gala organised by the Kowloon Football Club.

Fortunately, for the happiness and entertainment of many hundreds of visitors, this need was not overlooked yesterday, and once again Sir Camille and Lady Tong and their merry henchmen made glad New Year's morning in the vicinity of Chatham Road.

The fun and laughter opened when the Married and Single declared war and fought their battle with a football between a couple of goals. The penalty of a fine was held out if any of the players failed to make an appearance in fancy dress, but the general opinion was that the majority of them deserved awards for the attractive display in costumes which they made. Of course there were no goals scored, or if there were, they were overlooked in the excitement; but it was tacitly admitted that the Singles talked their opponents out of the game, the latter obviously



Mr. W. Cameron Forbes, American Ambassador in Japan, who has asked to be permitted to resign.

suffering from the inferiority complex usually associated with married men in this respect.

Although the official verdict of the motor cycle football match which followed was "no casualties scored," this did not rob the spectacle of any of its excitement, and the result, given in terms of machinery—one wheel spoke bent, two carburettors flooded, and four tyres tired—was considered eminently satisfactory.

Sandwiched between these two thrilling events was a very fine display by pipe Major and his youthful Highland dancers, and the large holiday crowd displayed full appreciation of the diversion which reflected the highest possible credit on the young dancers.

Throughout the proceedings the Kowloon Football Club's "men of persuasion" succeeded in making hay while the sun shone (which it did all the morning) in dispensing raffle tickets, and later the draw for the many handsome prizes was made, resulting as follows:—No. 269 and 256 share the first prize, and the remaining 14 prizes were secured by the following tickets in order named:—153, 400, 411, 108, 170, 192, 171, 302, 226, 428, 141, 321, 225, 271.

Among those who generously contributed to the prize list were Messrs. Dodwell & Co., B.A.T., Dairy Farm Co., Messrs. Gande, Price & Co., Messrs. A.S. Watson & Co., Calbeck and MacGregor & Co., and Lane, Crawford, Ltd.

The whole of the proceeds were on behalf of local charity, and a handsome sum as a result of the splendid effort is assured.

U.S. AMBASSADOR
RESIGNING.TOKYO MINISTER'S
REQUEST.

Washington, Dec. 31. Mr. W. Cameron Forbes the United States Ambassador to Japan, has expressed a desire to retire from the diplomatic service within two months and to return to private life.—*Reuter's American Service.*

all the world that the capacity of other debtor countries to meet their obligations rests in the last resort upon the stability of Germany to provide them with the means of payment.—*British Wireless and Reuter.*

RADIO
BROADCAST

PROGRAMMES FOR TO-DAY.

4.00-7.00 p.m. Chinese programme.
7.00-11.30 p.m. European programme of Columbia and Regal records.

7.00 p.m. Mail notice, etc.
7.03-7.20 p.m. Orchestral and Band Music.
Land of Hope and Glory (Benson and Elgar).
Pomp and Circumstance March, No. 1 (Elgar).
Reg. Shall of H. M. Grenadier Guards. 9080.

Raymond-Overture (Thomas). DX104.
Percy Pitt and Symphony Orchestra.

Crown Diamonds-Overture (Auber).
Sir Dan Godfrey conducting the Bournemouth Municipal Orchestra. DX77.

8.00 p.m. (Local time and weather report).
7.30-8.18 p.m. Variety.
Humorous Song—One Little Raindrop.
Humorous Song—What's Keeping my Prince Charming?
Florence Oldham. DB40.

Instrumental-Flower of Hawaii.
Instrumental-Mahina Mahalalama.
Feroza's Hawaiian Instrumental Quartette. 3393.

Chorus—(a) Sally Brown (b) Whisky Johnny.
Chorus—(a) Blow the Man Down (b) What Shall we do With the Drunken Sailor?
Raymond Newell and Chorus. C8966.

Piano Solo—Song of Guna-Medley.
Piano Solo—Love Race-Medley.
Billy Mayerl. DB188.

Descriptive Sketch-Making a Talkie.
Clapham and Dwyer. DB134.
Chorus—Maori Song—Maori Love Ditty.
Chorus—Maori Song—The Warrior's Departure.

Rotorua Maori Choir. DB309.
8.18-8.52 p.m. A Concert.
Songs—Songs of the Hebrides (arr. Kennedy-Fraser).
Patuffa Kennedy-Fraser (Mezzo-Soprano). 9828.

Instrumental Trio-Moment Musical (Schubert).
The Cherniavsky Trio. 3738-R.

Chorus—O Who Will O'er the Downs so Free (de Pearall).
Chorus—Comrades in Arms (Adam).
The Salisbury Singers. 3246-R.

Piano Solo—Walderrauschen (Liszt).
Piano Solo—Gnomereigen (Liszt).
Left Poulshoff. 2063-D.

Song—Touch not the Nettle (arr. Somervell).
Song—Herdling Song Lawson (arr. M. Lawson).
Alexander Carmichael (Baritone). 5567.

8.52-9.30 p.m. A Selection of Old Song Hits.
Vocal Quintette—Daddy Wouldn't Buy me a Bow-Wow.
Vocal Quintette—Little Annie Rooney. DB421.

Humorous Song—Two Lovely Black Eyes.
Humorous Song—The Man Who Broke the Bank at Monte Carlo.
Charles Coburn. 5665.

Chorus—Two Little Girls in Blue.
Chorus—After the Ball is Over.
Gerald Adams and the Variety Singers. MR57.

Octet—Putting the Clock Back.
J. H. Squire Celeste Octet. DX68.
Chorus—Clementine.

Harold Williams and the B. B. C. Male Chorus. DB308.

All records in the above European programmes are kindly supplied by Messrs. Anderson Music Co.

9.30-11.30 p.m.
Dance Programme of Victor Records kindly supplied by Messrs. Tsang Fook Piano Co.

Fox Trot—I Must be Dreaming.
Fox Trot—Sho's a Great.
Great Girl. 21326.

Fox Trot—Lucky in Love.
Fox Trot—The Best Things in Life are Free. 20872.

Waltz—In a Little Spanish Town.
Waltz—Russian Lullaby. 20818.

Fox Trot—My Blue Heaven.
Fox Trot—All by my Ownsome. 20828.

Fox Trot—My Angel.
Fox Trot—In my Bouquet of Memories. 21388.

Fox Trot—Old Playmate.
Fox Trot—A Faded Summer Love. 22827.

Fox Trot—Dolly Dimples.
Fox Trot—Coquette. 21301.

Waltz—Your Eyes.
Fox Trot—Ready and Truly. 21347.

Fox Trot—Persian Rug.
Fox Trot—Thou Swell. 21346.

Fox Trot—Crazy Rhythm.
Fox Trot—Imagination. 21368.

Fox Trot—Hello Montreal.
Fox Trot—Lila. 21333.

Waltz—Are You Lonesome To-Night?
Waltz—Molly Malone. 20978.

Fox Trot—I Love You Truly.
Fox Trot—Cuddle Up a Little Closer, Lovely Mine. 21335.

Fox Trot—When.
Fox Trot—Just a Little Way Away From Home. 21333.

Waltz—A Shady Tree.
Fox Trot—Dancing Tam-bourine. 20972.

Fox Trot—Oh Mo-nah.
Fox Trot—I Love to Hear a Military Band. 22822.

Fox Trot—Why Have You Forgotten Walkiki?
Fox Trot—How Are You To-night In Hawaii? 22519.

Waltz—You Will Remember Vienna.
Fox Trot—I Bring a Love Song. 22512.

Fox Trot—Sing Another Chorus Please.
Fox Trot—I'm With You. 22810.

Waltz—On a Little Street in Honolulu.
Waltz—All Through the Night. 22504.

11.30 p.m. Close Down.

SUNDAY'S PROGRAMME.
10.00-11.00 a.m. Relay of Service from St. Joseph's Church.
Holy Mass:
1.—(a) Kyrie (Missa Eucharistica—D. L. Perot).
(b) Sermon: "The Holy Name of Jesus" by the Rev. Father (Continued on Page 4.)

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ARTS & RAFTS
FURNITUREIT MY BE ONE YEAR OLD
IT MAY BE TWENTY YEARS OLDBUT STILL GIVING
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SATISFACTORY SERVICE
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ANNOUNCEMENT.

SINCERE'S

NEW YEAR'S HOLIDAY

JAN. 1 TO 3 INCLUSIVE.

The Sincere Co., Ltd., wish to announce that from January 1st to 3rd inclusive their stores will be closed for New Year's Holiday, and that their business will resume on Monday, January 4th, 1932.

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Do you realize that **KIWI** besides being so Brilliant and Lasting, PRESERVES ALL LEATHERS wonderfully.

Really, it pays to use—
THE QUALITY BOOT POLISH
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FANLING RACES.

MR. STANTON RIDES THREE WINNERS.

Favourites had quite a successful day at the New Year Meeting of the Fanling Hunt and Race Club yesterday, when, in all events with the exception of the final race, the more heavily backed ponies caught the judges' eye.

Mr. A. A. R. Botelho, on Thunderous Stag, in the last race of the day, brought off the only surprise to pay a dividend of \$23.35.

Mr. W. T. Stanton was the most successful owner, taking first prizes in three events with The Partridge, Tom, and Christmas Frolic, all of which he himself rode to victory.

Tips for To-Morrow.

"Ringtail's" selections for to-morrow's events are as follows:

1st Race.—Mouche, Over There, Heron.

2nd Race.—Mr. Stanton's Mount, Movnagher, The Wind.

3rd Race.—Marquis, Hall.

4th Race.—Mr. Stanton's Mount, Duke of Milan, Wonderful Stag.

5th Race.—Donnabella, African Eve, The Gomeril.

6th Race.—Mongolian Stag, Britannic Hall, Edenbridge.

7th Race.—Sunning, Country Club, Heliotrope Leaf.

LOCAL FOOTBALL.

SERVICES BEAT REST IN CHARITY GAME.

An excellent hard-fought game between the Services and the Rest yesterday afternoon resulted in a victory for the former by the odd goal of five.

The game was played in aid of the Poppy Day Fund, having been postponed on November 11, and the attendance was gratifyingly large.

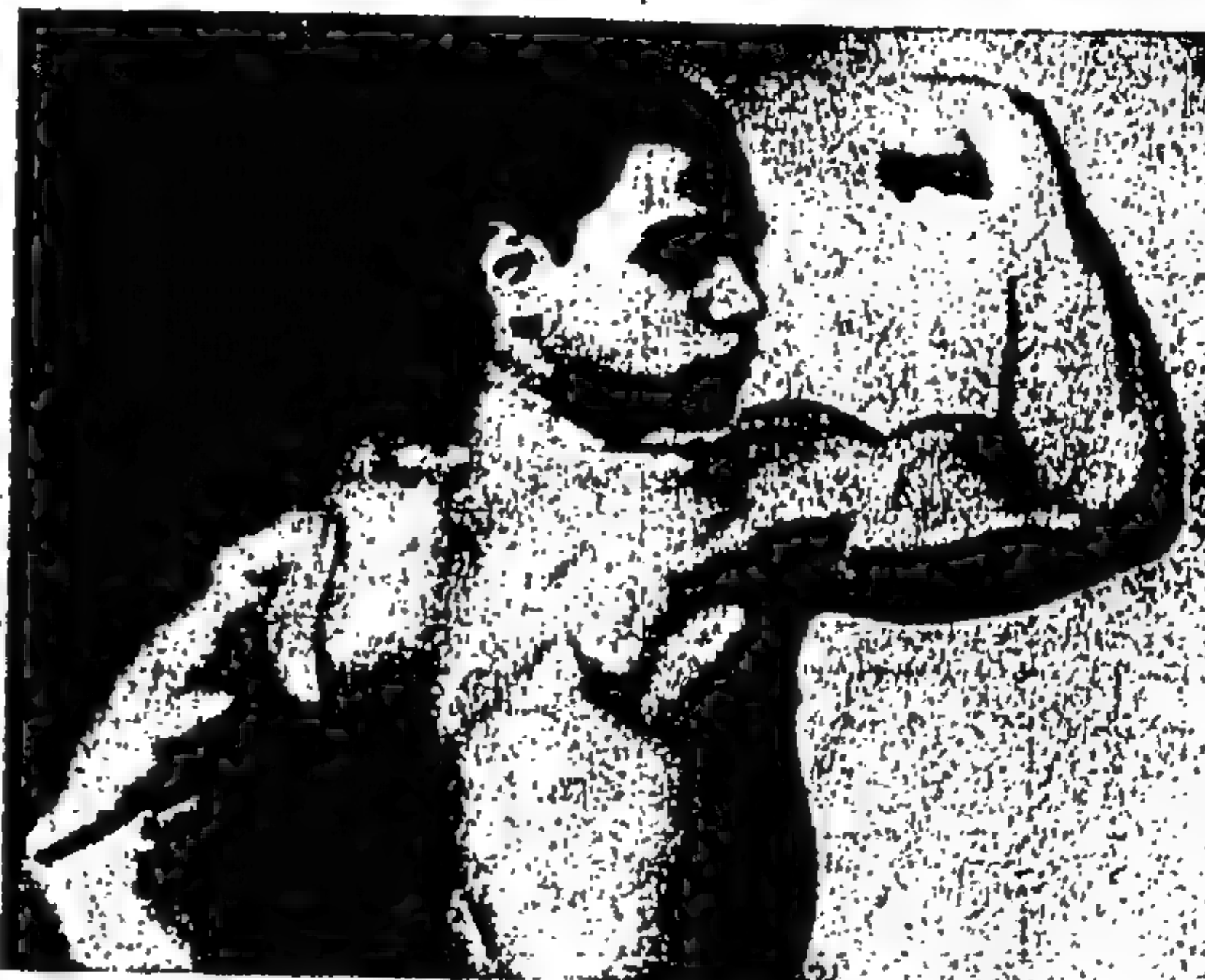
Probable Interlopers.

On Saturday next a match of considerable interest is being played on the Kowloon ground when the H.K.F.A. will field the Probable Interlopers Team against the Services, the proceeds to go to the Naval and Military Branch, M.C.L.

The selected team which looks remarkably like the best team Hongkong is capable of fielding this season is as follows:—

Rodger, Mullane, Strange, Hay, McKelvie, Blais, B. Gosano, McTavish, Howe, A. V. Gosano, Duncan (S.W.B.).

"HONGKONG'S MOST PERFECT MAN."



Luigi Soares, who was at last Sunday's competition adjudged "Hongkong's Most Perfect Man." He is an all-round athlete and is the amateur gymnasium instructor at the V. R. C. His pupils, Cecil Smirke and Luigi Rosa, secured second and third places respectively in Sunday's competition.

CHINESE BREAK WITH CUSTOM.

OBSERVE GREGORIAN NEW YEAR.

New Year's Day was celebrated by the Chinese community with a general holiday and numerous tea-party and dinner functions organised by the commercial chambers, banks and hongs. The main function was held at the Chinese General Chamber of Commerce at three o'clock in the afternoon, at which many prominent Chinese residents, including the Hon. Sir Shouson Chow, the Hon. Mr. S. W. Tao, the Hon. Mr. T. N. Chau and Mr. Wong Kwong-tin (who presided at the meeting) were present.

The Chairman said that in the twenty years' history of the Chamber this was the first occasion on which the New Year was observed in accordance with the Gregorian Calendar. This, together with the unification of China which had been brought to a success through the reunion of the North and South, was a most hopeful sign, which might be followed immediately by a period

RELIABLE MOTHS.

NON-STOP FROM ENGLAND TO ALGIERS.

London, Dec. 31. The English airman Fielden on Tuesday flew non-stop from Croydon to Algiers in an ordinary touring Puss Moth machine, with a Gypsy III engine, and left yesterday for Egypt.—British Wire-less.

of trade prosperity, which Hongkong as the leading port in the Far East, might share with China. A delightful programme of musical items was rendered by the Chung Sing Orchestra, after which light refreshments were served.

A similar party was held at the Chinese Club at noon, which attracted the presence of over sixty members including the Hon. Sir Shouson Chow, the Hon. Mr. T. N. Chau, and Messrs. K. L. Chau, Li Hoi-tung, J. D. Bush, M. K. Lo, Wong Kwong-tin, Li Jor-shan, Tang Shiu-kin, Shou J. Chen, J. M. Wong, and many others.

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DAIRY FARM NEWS.

We beg to announce that from to-day and until further notice, all Milk and Cream sold by us will be Pasteurized and may be consumed as delivered to customers. This step has the full approval of the Medical Officer of Health.

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Enquiries are invited for the purchase or rent of the property known as Mount Parker Sanatorium, situated on the ridge overlooking Taikoo Valley (Quarry Bay) and Tytam Valley, consisting of three substantial blocks of buildings suitable for a school or hospital, with approximately 186,000 square feet of land.

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DISINFECTS and DEODORIZES.

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1 Pint	Quart	1/2 Gallon	Gallon
\$1.95	\$3.50	\$6.95	\$10.00

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SOLUTION)A MOST POWERFUL
ANTISEPTIC.It is non-irritating, non-toxic,
non-poisonous, odorless and
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DRUGGISTS."Sizes: In 3 oz. and
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NOTES SUPPLIED BY THE
THEATRES.Chico Marx is a pianist who became
a comedian as a sideline and found
his humour more profitable than his
music.His start in the entertainment world
as a piano player in a New York
neighbourhood vaudeville house more
than twenty years ago was recalled
recently by Chico at the Paramount
studios where the Four Marx Brothers
were filming "Monkey Business.""It was getting \$5 a week," Chico
said. "One night the manager told
me I looked husky and offered to in-
crease my wages to \$6 a week if I
would wrestle one of the performers
as an added attraction at each show.
I accepted.""Later, he wanted
to work me in as a monologist. So I
bargained with him and, by throwing
in a song and a dance, I was raised
to \$10 a week for my stage appear-
ance, wrestling and piano playing."Although he has done stage and
screen comedy ever since, Chico has
never allowed his piano work to drop.
He has a solo in every stage show and
screen production and is considered
one of the most skilled pianists in
the country to-day.And whenever Chico plays his piano,
then you can be sure Harpo is going
to follow on his harp. The silent
(vocally) member of the quartette is
every bit as adept on the heavenly
instrument as Chico is on the "horse's
tooth."Their virtuoso interval in "Monkey
Business" comes after they leave the
transatlantic liner on which they had
been hilarious stowaways, and when
attending a party given at the
luxurious home of one of the passen-
gers they had met on their crossing
to America."Monkey Business" is showing at
the King's Theatre to-day. It is third
of the Marx Brothers comedies, the
earlier ones being "The Cocoanuts"
and "Animal Crackers."

"Transatlantic."

A man who probably has played
more diversified roles than any other
actor on the screen is enacting one of
the featured roles in "Transatlantic,"
the Fox romantic drama, which comes
to the King's Theatre next Sunday
with Edmund Lowe and Lea Moran
in the leading roles. He is Jenn
Hersholt, who started his career as a
portrait painter and who now applies
his artistic ability to his astounding
make-ups such as the one he wears in
this production.Hersholt, who has been in pictures
since 1914, has played almost every
conceivable type of role. He and the
late Lon Chaney started experiment-
ing with make-ups together. They
shared the same dressing room when
they started their careers with Uni-
versal and used to try out disguises on
each other. Chaney tended toward
the sinister, while Hersholt played
more lovable characters.In "Transatlantic" he portrays an
old German lens grinder, who has in-
vested his life's savings in a trip to
the fatherland on a luxuriant liner
in the company of his young and
beautiful daughter. Aboard ship he
learns that the bank failed and that
the president of the bank is a fellow
passenger. Other passengers who
further complicate the delicate situa-
tion are the banker's wife, his mis-
tress, a Robin Hood type of gambler
and an infamous international crook.
The cast, in addition to Hersholt,
consists of John Halliday, Greta
Nissen and Myrna Loy. William K.
Howard directed.

"The Ghost Train."

Patrons of the Queen's Theatre will
be interested to learn that Miss
Gleicy Courtneidge, who plays the
part of Miss Bourne and gives a per-
fect comedy performance in "The
Ghost Train," is the wife of Mr. Jack
Hubert, the stage artist and leading
player in this film. They are an ideal
ly suited married pair, as they are
together in their stage and film
work and interested in the same
subjects. The story of "The Ghost
Train," which will be shown again at
the Queen's Theatre on Tuesday, will
thrill and amuse.There is abundant drama, but the
"silly" pasteurized posturings of Jack
Hubert as Teddy Deakin, and the humour
which Gleicy Courtneidge infuses in
the character of Miss Bourne and to
the attractiveness of a picture from
which grim mystery is never wholly
absent.

"Dirigible."

On July 11, 1897, Solomon August
Andree and two companions climbed
into the basket of a small and fragile
balloon which was moored at Dane
Island, on the edge of the
frozen North, and with con-
fident smiles signalled that the
ropes which held their craft
be cut. The balloon rose slowly
and, caught by the wind, began to
travel in a north-easterly direction.
Soon it passed beyond the range of
human eyes and, with the exception
of fragmentary notes brought back
by carrier pigeons, it vanished into
the mists of the north, seemingly
beyond the range of human ken.The contrast between this expedi-
tion and the one which in Columbia
Pictures' latest feature "Dirigible,"
starts for the frozen south, is ex-
traordinarily vivid. This picture,
showing at the Central Theatre to-day,
presents in realistic detail the start
of a giant airship for the icy waters
of the South Pole and after many
complications, emotional and other-
wise, the arrival of another huge
dirigible at this object.In the Columbia picture, "Dirigible,"
Frisky Pierce, a famous aeroplane
pilot, starts in his aeroplane over the
last ice barrier that keeps him from
his objective, the South Pole. He, like
Andree, is accompanied by two com-
panions, and this expedition also
starts with a mishap that narrows
them in inaccessible icy wastes.COMMON SENSE
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ing. Doctors and hospitals use
and recommend this commonsense
remedy because, by acting direct-
ly upon the cause of the trouble,
it always gives instant relief.BISHOP DUPPUY
RESIGNS.A GREAT LOSS TO THE
DIOCESE.The resignation of the Rt. Rev.
Charles Ridley Duppy, M.A., D.D.,
Bishop of Victoria, has been for-
mally announced."A.S." writing in St. John's
Review, says:—"The announce-
ment of the impending retirement
of our Bishop will give pain to all
his people in this Diocese. It is
not merely that we are to lose a
bishop who loves his Diocese, and
who has won the hearts of all who
know him best, but that we realise
that the decision which he has
been led to make must have been
caused by the ill-health which has
so unfortunately attended both
him and Mrs. Duppy in recent
times. On this account, particu-
larly, our sympathy goes out to
them both. We know that the
Bishop's heart is in his Diocese,
and that to lay down his work in
it will be very painful to him."No one can fully appreciate
what his neighbour's work entails,
and few understand the multi-
plicity of demands which are made
upon a bishop's time and energy.
Only those in close contact with
our Bishop know the pace at which
he lives, and his constant ex-
penditure of effort for the good of
his people. Neither he nor Mrs.
Duppy have ever voluntarily
spared themselves. Such devotion
will be a great loss to the Diocese.
"We wish to assure the Bishop
of our deep and respectful ap-
preciation, and of our affectionate
sympathy with him in what is for
us, as we are sure it is for him,
a painful decision."The Rt. Rev. Bishop Duppy was
appointed to his present position
in 1920, succeeding the Rt. Rev.
Gerard Heath Lander. He was
married in 1925 to May Kathleen,
daughter of Mr. H. Baker-Munton.
Educated at Keble College, Ox-
ford, he graduated in theology and
received his first ecclesiastical ap-
pointment as curate of Aston. He
was later Vicar of Christchurch,
Bradford. In 1911 he joined the
home staff of the Church Mis-
sionary Society, and from 1915 to
1920 was its home secretary.During the Great War the Rt.
Rev. Bishop was Chaplain to the
Forces in France.

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2.00 p.m. S.S. Venezia	2 p.m. Sui Tai
4.30 p.m. Sui An	

SUNDAY, 3rd JANUARY

9 a.m. Sui Tai (Excursion)	4 p.m. Sui Tai (Excursion)
9 a.m. S.S. Venezia	

"Sui An" 3 a.m. Monday morning.

"Venezia" 3 a.m. Monday morning.

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TO SANDAKAN	Yusang Mausang	Satur. 2nd Jan at 5 p.m. Thurs. 7th Jan at noon.
TO TIENTSIN via SWATOW, SHANGHAI & CHEFOO	Ohoongshing Ohipshing	Fri. 8th Jan at 7 a.m. Tues. 17th Jan at 7 a.m.
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GEMS OF PERIL.

(Continued from Page 5.)

drew out a long suede pouch which he transferred to a pocket of the topcoat which lay across the table in front of him. He laid hand on it significantly.

"Don't let anything happen to that," he said and got up.

Before Mary could stop him, he was walking casually toward the back of the room. She cried out, and half rose from her chair, but Bowen's vice-like grip on her arm held her down.

"Sit down!" he ordered. "He's all right."

There were two doors on the small corridor which ran along beside the wall of the kitchen. The first was the door into the private dining room. The second, farther back, was the men's washroom. Dirk turned the knob and walked into the first, then backed out as suddenly as he had entered. He looked about uncertainly for a minute, then went along the hall and entered the other. He was evidently presuming on the fly and his companions thinking he had mistaken the door in looking for the washroom.

Ever so, it was a risky thing to have thrust oneself unexpectedly into a gathering of that kind. He might have been shot first and apologized to afterward. Mary realized this with a thrill of pride in his courage, even as she yearned to speak him for risking recognition and the chance of securing off their prey by making the fly suspicious that he was under scrutiny.

When he came back to the table, he disregarded Mary's scolding, and levelled his gaze at Bowen.

"What sort of looking chap is the fly?"

"I've never seen him. The description I get from those who have makes him dark, tall, not bad looking. Looks like a Latin. Maybe he is. Did you see him?"

Dirk said, "The room is empty." "Well, I'll be damned!" After an amazed second, Bowen's eyes darted vindictively about in search of Mike, the waiter. "If that yegg had to me—still didn't you say there was a side door?" he appealed to Mary.

"Yes, the one I escaped through this afternoon." Bowen took a long breath. "Then probably they left that way."

"Probably."

Dirk could afford to be generous in triumph. He carefully erased all suggestion of "I-told-you-so" from his manner as he turned to Mary.

"Let's be running along," he said. "It's getting late, and to-morrow's a big day."

"Wait a second," Mary said. "I want to see what's in that pouch. Isn't that the same pouch that—it is!" The last two words were a thrilled whisper. She had slipped her hand into his coat and lifted out the suede bag. She snatched open the cover and a string of blood-red stones fell in a clattering heap in her hand.

"The Jupiter necklace! What are you doing with it, Dirk?"

"Putting it in the office safe till to-morrow," he answered reluctantly. "Some loiterer's been hanging around the place lately. Finally scared some sense into the old man. Good thing I happened out there to-night—he was just in the mood to give it to me."

He held out his hand for it, but Mary's cupped hands eluded his.

"Let me try it on, just once!" she begged, slipping it about her neck. The catch snapped. The two men stared, speechless, at the picture she made. The rope of stones hung about her white throat and breast in a crimson cataract, each ruby casting a trembling reflection of itself on the white skin as the light struck through.

Dirk's eyes glowed. "Marvellous!" he breathed. And Bowen added, "God, it's a shame to lock up anything as beautiful as that!"

Dirk snapped out of it first. "Give it to me before someone sees it," he commanded.

"Just let me wear it to the office," Mary begged, and drew her scarp about her shoulders. "There's no one here—you said so yourself!" She turned and looked about. With a shock her eyes met those of three men who had just entered from the front and were

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9.16 R. H. Dowler, J. B. Lanyon.
9.20 Not to be booked by those travelling on 8.28 a.m. Train.
9.24 L. Yaten, H. G. Strubbs.
9.28 Lt. Comdr. Weeks, S. J. H. Fox.
9.32 H. W. Dulle, G. Thomson.
9.36 W. A. Vallance, Comdr. Priestley.
9.40 A. J. R. Wolff, M. N. Cochran.
9.44 J. P. Sherry, C. W. Reeve.
9.48 D. M. Richards, S. S. Perry.
9.52 C. H. Bradley, F. S. Cable.
9.56 W. R. Mansfield, C. Blaker.
10.00 C. F. Hyde, L. G. S. Dodwell.
10.04 J. J. French, C. E. Holmes.
10.08 C. C. Clarke, S. R. Waller.
10.12 E. Stone, A. M. Parker.
10.16 D. F. C. Cleland, A. C. I. Bowker.
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10.48 M. H. Turner, Col. Cousens.
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10.56 N. K. Littlejohn, A. O. Brown.
11.00 J. B. Macdonald, D. Black.
11.04 A. E. Lissaman, W. C. Shields.
11.08 D. S. Robb, W. C. Clark.
11.12 H. W. Dukes, A. Davy.
11.16 I. H. Gears, D. Lyon.
11.20 J. Mandrachia, R. A. Rodgers.
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Emp. of Russia	Mar. 4	Mar. 7	Mar. 8	Mar. 10	Mar. 12	Mar. 22	Mar. 22
Emp. of Japan	Mar. 15	Mar. 18	Mar. 18	Mar. 20	Mar. 22	Mar. 28	Mar. 28
Emp. of Asia	Mar. 25	Mar. 28	Mar. 29	Mar. 31	Apr. 2	Apr. 11	Apr. 11
Emp. of Canada	Apr. 9	Apr. 12	Apr. 12	Apr. 14	Apr. 16	Apr. 21	Apr. 21
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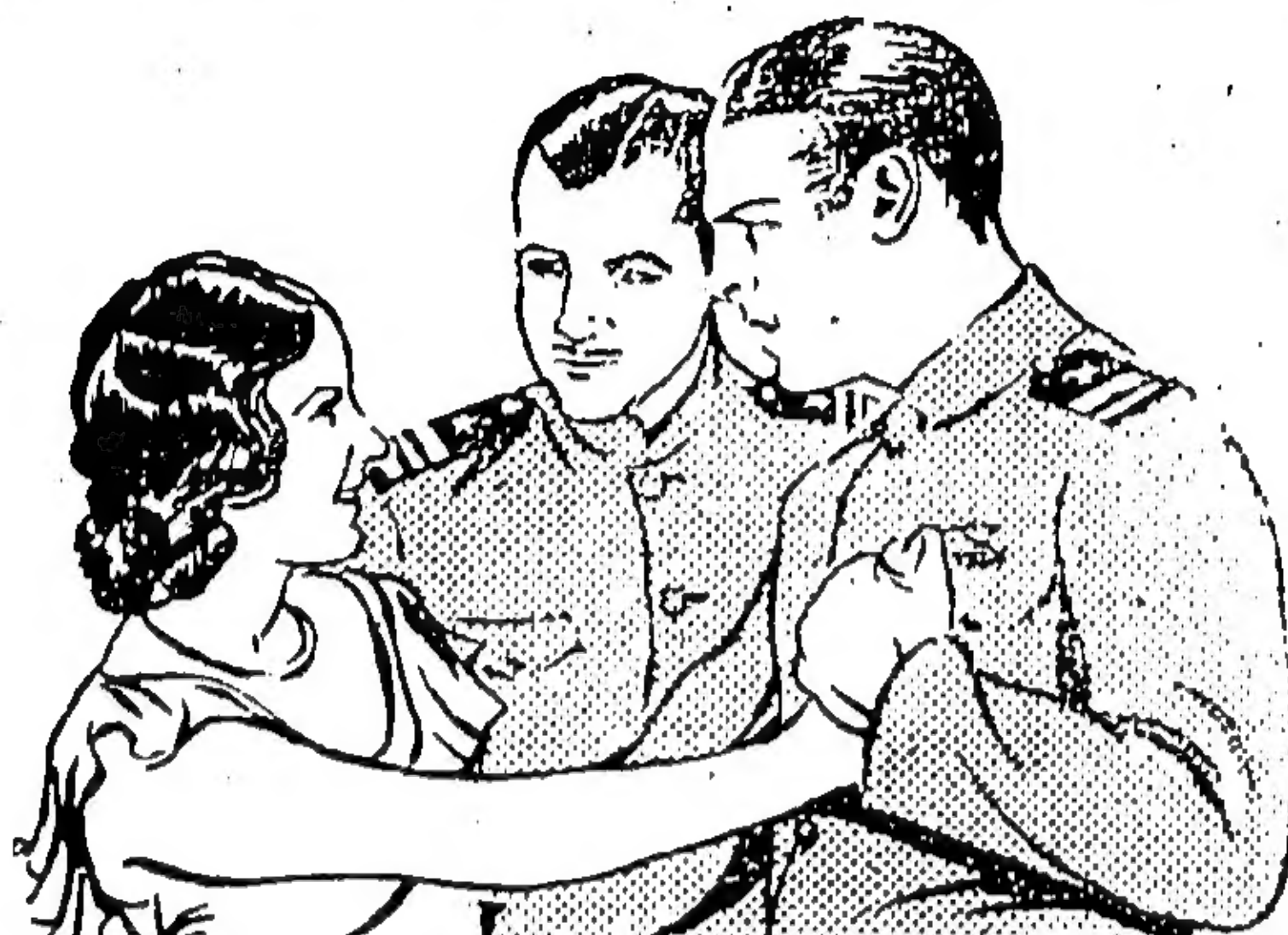
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A POWERFUL STORY, TEEMING WITH ACTION
AND SUSPENSE!
OVERSHADOWS ANY PICTURE EVER MADE!
LOVE... LURE... HATRED... PERILS



Can a woman
love two men?
See—

DIRIGIBLE
with
JACK HOLT
RALPH GRAVES
FAY WRAY
A
FRANK CAPRA
Production
A
COLUMBIA
PICTURE

Next Change



She had the world
by the tail—and oh,
how she twisted!

**Mother's
MILLIONS**

Coming Attraction.

CONSTANCE BENNETT

— in —
"THE COMMON LAW"

Printed and Published for the Proprietors by FREDERICK PERRY,
FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria
HONGKONG.

South Africa Ahead.

Third Test Match
Struggle.

GREAT CRICKET.

Melbourne, Jan. 1.
In the Third Test Match between Australia and South Africa, the tourists, on the first two days of play have turned the tables on their opponents and at the close of play yesterday had scored 268 runs for the loss of seven wickets in reply to Australia's total of 198, giving them a lead of 70 runs.

Australia won the toss and Woodfull took first innings. After a disastrous start Kippax and Rigg made a stand but were unable to retrieve their position. Ponsford, Bradman and Woodfull were all dismissed before lunch on the first day with only 16 runs among them. The innings eventually closed for 198 runs.

Going in towards the end of the first day South Africa lost the wicket of B. Mitchell for 16 runs. Curran, who had scored 22 went in with Christy this morning but fell a victim to H. Grimmett after scoring 47. Christy was sent back for 16 and Taylor for eleven. At 3 o'clock in the afternoon the South Africans had lost four wickets for 108 runs, Morkel being seven not out.

Viljoen Resists.

At 33 the Vice Captain of the team stood in front of a straight ball from Ironmonger while Cameron, the wicket keeping captain was stumped by Oldfield off Ironmonger for 39. Viljoen offered great resistance to the bowling and at the close of play had 65 runs to his credit while McMillan had ten, the total being 268 for seven. Vincent having been dismissed by the fast bowler for 16.

Scores:

Australia.—1st Innings.
W. H. Ponsford, b Bell 7
D. G. Bradman, c Cameron, b Quinn 22
W. M. Woodfull, c Cameron, b Bell 22
A. F. Kippax, c Bell, b Quinn 52
S. J. McCabe, c Morkel, b Bell 22
K. Rigg, c Mitchell, b Bell 68
E. L. a Beckett, c Mitchell, b Quinn 6
W. A. Oldfield, c Vincent, b Quinn 0
C. V. Grimmett, c Morkel, b Bell 9
T. M. Wall, not out 12
H. Ironmonger, run out 7
Extras 19
Total 198

Bowling.
A. J. Bell took five wickets for 69 runs and N. A. Quinn four for 42. South Africa.—1st Innings.
B. Mitchell, c McCabe, b Wall 17
S. Curran, b Grimmett 47
J. A. J. Christy, c McCabe, b Ironmonger 16
H. W. Taylor, lb.w., Grimmett 11
D. P. B. Morkel, lb.w., Ironmonger 7

NEW YEAR'S DAY FOOTBALL.

RANGERS DEFEAT
CELTIC.

NEWCASTLE AVENGED.

London, Jan. 1.
The New Year's Day soccer engagements provided few surprises. The Rangers defeated Celtic by the odd goal, while Queen's Park took full points at Ayr.

In the England League, Newcastle re-avenge themselves on Aston Villa, winning by 3-1.

First Division.

Bolton 1 Chelsea 0
Manch. City 3 Portsmouth 1
Newcastle 3 Aston Villa 1
Sheffield U. 3 Blackburn 2
Sunderland 0 Derby County 0

Second Division.

Bury 2 Plymouth 2
Chesterfield 5 Burnley 1

Division III (North).

Accrington 2 Lincoln 2
Carlisle 1 Tranmere 1
Darlington 3 N. Brighton 0
Southport 3 York City 0

Scottish League.

Airdrie 2 Falkirk 1
Ayr United 0 Queen's Park 1
Celtic 1 Rangers 2
Cowdenbath 1 Dundee U. 2
Dunfermline 0 Aberdeen 0
Hearts 1 Leith Ath. 2
Motherwell 3 Hamilton 1
Partick 3 Clyde 1
St. Mirren 2 Kilmarnock 0
Third Lanark 6 Morton 2

—Reuter

KING'S NEW YEAR MESSAGE.

CONFIDENT OF THE FUTURE.

London, Jan. 1.
Replying to New Year greetings from the Lord Mayor of London, King George has telegraphed a message in which he says:

"We live in a time fraught with difficulties, but during the anxious days through which we have been passing, the courage, determination and sacrifices of all classes to restore the fortunes of our beloved country have filled me with admiration."

"It is in a spirit of confidence that I send my greetings to the citizens of London, praying that under divine guidance the coming year may bring the hope and strength of a united purpose to our lives and renewed prosperity to our land."—British Wireless.

Replies to New Year greetings from the Lord Mayor of London, King George has telegraphed a message in which he says:

A. J. Bell and N. A. Quinn to bat.

British Budget Outlook.

Returns For First
Nine Months.

HEAVY DEFICIT.

London, Jan. 1.
The Exchequer returns for the first three quarters of the current financial year, which ends on March 31st next, have been made available for publication.

They reveal an excess of expenditure over revenue to date of £203,763,000, or about twenty-three million pounds more than at the corresponding date in 1930.

The large excess of expenditure over revenue at this time of the year is a perfectly normal feature of these returns and is due entirely to the fact that nearly three-quarters of the income tax and surtax estimates are not received until the last quarter of the financial year.

Increased Deficit.

The increase in the deficit as compared with last year is, in fact, no greater than could be covered by the special receipt of the twenty-three million pounds odd which is due to be paid into the Exchequer from the Exchange Account in the course of the next quarter.

Apart from this, a very large proportion of the new taxation, totalling forty and a half million pounds, imposed by the supplementary budget of September, falls to be collected in the last quarter of the financial year.

As regards expenditure, the total provision for debt interest and sinking fund was fixed by the September budget at £322,000,000, of which £275,784,000 has been issued to date.

Supply Services.

For the supply services, the revised September budget allowed a total of £451,800,000 after due provision for the anticipated economies, compared with the actual expenditure of 1930 of £429,850,000. The actual expenditure on the supply services to date, however, is almost exactly the same as that of the corresponding period of last year.

It cannot be inferred that the total expenditure for the year will show no excess over last year. Such a result could hardly be expected in view of the transfer to the budget of heavy charges for the unemployment insurance fund and the road fund, previously met from borrowing.

The position as regards expenditure is, however, more promising than at the time the September budget was framed and the view is held in well-informed quarters that so far as can be forecast at this early stage there is no special feature in the returns to cause undue despondency.—British Wireless.

ALWAYS COMFORTABLY COOL

FINAL SHOWINGS
TO-DAY
At 2.30, 5.10, 7.15
& 9.30, p.m.

KING'S

BOOKING
AT THE
THEATRE
Tel. No. 25315.

What MONKEY BUSINESS is this?

THE MARX
4 BROTHERS
in "MONKEY BUSINESS"

NEXT ATTRACTION

EDMUND LOWE
LOIS MORAN

with
CHICO, HARPO
GROUCHO, ZEPPO

THE MARX
4 BROTHERS
in "MONKEY BUSINESS"

NEXT ATTRACTION

EDMUND LOWE
LOIS MORAN

with
CHICO, HARPO
GROUCHO, ZEPPO

AT THE QUEEN'S

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

The New Star's Latest Picture!

Robert Montgomery
in
The Man in Possession
A Metro-Goldwyn-Mayer picture

NEXT CHANGE

BY SPECIAL REQUEST!

The Great BRITISH Success!

LAUDED BY THE LOCAL PRESS!



Jack Hulbert & Cicely Courtneidge

THE GHOST TRAIN

A THRILLING MYSTERIOUS RAILWAY DRAMA.

AT THE STAR

FINAL SHOWINGS TO-DAY
At 2.30, 5.30, 7.30 & 9.30.

**NORMA
SHEARER**

METRO-GOLDWYN-PICTURES
Patrons

with
MARIE DRESSLER
ROD LA ROCQUE
SALLY EILERS.

in
**LET US
BE GAY**

MAJESTIC



TO-DAY
ONLY.

At 2.30, 5.20, 7.20
& 9.20 p.m.

The Funniest Scotch
story of them all—
with the world's
greatest comedy
troupe bringing a
branch of the cloak
and suit business to
the land of kilts and
bagpipes!

HONGKONG 10 A.M. 9 P.M.

AQUARIUM

OPEN DAILY 2 DOORS FROM WHITEWAYS DAILY OPEN

KEEPING THE TENNIS
BALL HARD.
HOW DUNLOP SOLVED THE
PROBLEM.

A problem which has for a long time been holding the attention of sports goods manufacturers in England has been loss of pressure in tennis balls used in tropical and sub-tropical countries, partly due to atmospheric conditions, and in part, to the time which elapses in transit from the place of manufacture.

The Dunlop Sports Company, who manufacture a large proportion of tennis balls used in Asiatic markets, were pioneers of chemical gas inflation for tennis balls, and this is now a well-established method, which involves a very much smaller pressure loss than was experienced by the older methods.

Although this improvement overcame the difficulty to a very large extent, Dunlop decided to take still further precautions. A system of pressure packing was introduced, by which the balls are packed under air pressure in cylindrical tin boxes. The pressure is varied so that the balls going the longest distances are packed under a greater pressure than those going comparatively short distances. The result is that wherever a Dunlop ball is purchased it can be relied upon to have the right inflation pressure.